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own people." Before discussing these pronouncements let us stop to note the fact that the proportion of value of the overseas commerce of the United States carried in American vessels is now something like only 8 per cent. Seventy or eighty years ago the proportion was something like 90 per cent. To this we may add the further statement that in 1909, when the overseas commerce of the United States had reached four-fold what it was fifty years ago, American vessels represented but one third of the tonnage which was on the register in 1860. What are the reasons for this decline? The explanation would appear to be traceable mainly to the shipping legislation of the United States and the comparatively high cost of labour in America, which severely handicaps the American shipowner against his foreign competitors, who are not only able to operate more cheaply but in some cases receive the encouragement of their respective Governments in the form of heavy subsidies. Clearly the position is, from the point of view of the United States, extremely unsatisfactory. We may not think much of the Republican argument that the development of the country's mercantile marine will lead to an enlargement of foreign trade and the industrial prosperity of the American people. Both these objects can be served as well by foreign as by American ships. America is never likely to suffer from any inadequacy of transport arrangements for her commerce; but the view that an enlarged American mercantile marine is "essential to national defence" is one that can be strongly supported by a reference to the services rendered by merchant ships in the wars in which Japan and Great Britain have engaged in recent years. As to the particular form the encouragement shall take, there seems to be much diversity of opinion in America. Direct navigation subsidies are regarded by many as subsidies in reality for the steel trusts, and are on that account frowned upon. In the current number of the *Atlantic Monthly* there is an article by Mr. FRANCIS T. BOWLES on "One way to an American Mercantile Marine," which deserves some attention. The way advocated is by discriminating duties. The average rate of duty in the present tariff he understands to be 41 per cent, *ad valorem*, and his proposal is that there be a preference equivalent to a 10 per cent. reduction in the tariff. He writes:

We make our tariff to protect our industries and we know the result; yet for eighty years we have neglected this one means [shipping] in our trade-balances, which other more clever nations have secured, and mainly because it is one that does not appear in the books of the Treasury. Other means, we know, have assisted the shipping by various means, by subsidies, by mail rates, by favourable tax laws and port charges, by bounties, by other valuable privileges. We seem unable to face the direct aid of subsidy, so why not announce to the world that we propose to take a fair proportion of the carrying trade by the means provided us by the Constitution; and why not announce it as clearly and unmistakably as we proclaim in every tariff bill that we propose to retain the home market of the United States for our own manufacturers? It is not to be expected that the foreigner will like the one announcement better than the other, but he has no stronger weapons with which to meet it, and we have no reason to fear in either case.

One objection to this proposal will immediately occur to most readers. What if the other nations of the world took a leaf from the American book and discriminated against American ships? America's export trade is something like seventy per cent. greater than her import trade, and that being so, we imagine Mr. Bowles will not find it easy to convince his fellow-citizens that the foreigner does not hold a weapon which could be used with results fatal to the success of his scheme.

Sir Henry May, Lady May, and daughters leave for Australia, en route to Fiji, by the *Adelphi* on January 21st.

Four cases in which men were charged with snatching from the person of little girls came before Mr. J. R. Wood at the Magistrate's yesterday.

A district watchman at Yau-mat made his appearance before Mr. J. R. Wood at the Magistrate's on charges of accepting bribes from brothels. The case was remanded.

Lady Legard has kindly consented to present the prizes at the sixth annual Children's Sports held under the auspices of the Kowloon Cricket Club. The sports take place on Monday afternoon.

The China Mutual Steam Navigation Company's line, cargo steamer *Ching-wo*, built at Belfast in 1894, of a dead-weight capacity of some 6,200 tons, a vessel well-known in Far Eastern waters, has just been sold through Messrs. Samuel Samuel & Company's Kobe branch to Mr. S. Nakamura, of Chinnampo. This marks the *Japan Chronicle*, is the fourth large steamer disposed of to Japanese buyers during the last few months by this firm.

## TELEGRAMS.

(Protected by the Telegraph Message Copyright Ordinance, 1894.)

(FROM THE "CHUNG NGOI SAN PO.")

## CHINA'S BUDGET.

PEKING, December 29th.

In framing the national Budget the Grand Council has decided that the salaries of all the Grand Secretaries and Viceroy of different provinces will be 24,000 taels per annum.

It is estimated that taxes will be increased so as to produce an additional five million taels per annum. The decrease in expenditure, due to economies effected in administration, is expected to amount to over ten millions taels.

(REUTERS SERVICE TO THE "HONGKONG DAILY PRESS.")

## PERSIAN AFFAIRS.

REPLY TO BRITISH NOTE.

LONDON, December 29th.

A telegram from Teheran states that the Persian Government has sent a reply to Great Britain.

It is understood that the communication states that the main road from Bushire to Kazerun and Shiraz is now open and that caravans are now passing along it. There have been no robberies since December 5th.

## SLAUGHTER OF THE DRUSES.

HEAVY CASUALTIES OF THE RECENT ENGAGEMENT.

LONDON, December 29th.

A Constantinople dispatch says that telegrams from Damascus reporting the engagement between the Turkish troops and the Druses last week, state that among the Druses there were captured. The remainder fled.

The casualties of the troops numbered 84, including seven officers.

## THE BRITISH NAVY.

PROMPT LARGE INCREASE.

LONDON, December 29th.

Mr. Lloyd George, in an interview published by "Le Matin," is reported to have stated that the new budget would provide an increase of ten millions sterling on the Naval Estimate.

## THE NEW VICEROY OF CANTON.

Telegraphic information has been received in official circles that the new Viceroy of Canton will leave Shanghai this morning for Hongkong. Preparations are being made for his reception at Canton.

## THE R.C. CATHEDRAL.

The Blessed Sacrament will be exposed for public adoration to-day, to-morrow and Sunday, from 6 a.m. to 6 p.m., and general communion will be administered at intervals from 6 to 7.30 a.m. and on Sunday up to 9.30 a.m. Every evening before the Benediction of the Blessed Sacrament there will be a sermon preached. This evening the Rev. Father Versiglia, the Superior of the Salesians, will preach in Portuguese, to-morrow the preacher will be the Rev. Father Spica, and on Sunday evening the discourse will be given by the Rev. Father Watson, naval chaplain. A solemn *Te Deum* will be sung to-morrow evening as thanksgiving, and between 11 o'clock and midnight the Holy Tabernacle will be opened for public adoration, and the Seminary's orchestra will be in attendance.

On New Year's Day a solemn High Mass will be celebrated at eight o'clock in the morning, and in the evening the Benediction of the Blessed Sacrament will take place, during which a special *Tantum ergo* will be sung by St. Joseph's choir.

The German mail of the 30th. November was delivered in London on the 28th inst.

Arrangements have been made whereby first and second class passengers on the railway can procure their tickets on the Hongkong side of the water. A booking office is being erected at the Kowloon Ferry wharf at Ten House Street. The tickets bought there will entitle the holders to travel on the ferry without payment of additional fare.

## CANTON.

(FROM OUR OWN CORRESPONDENT.)

December 29th.

## OLAN FIGHTING.

There has been some very serious clan fighting in two of the villages outside the North Gate. To such a serious extent did the fighting go that the authorities sent a body of troops to restore order. This was done at the expense of several killed and wounded. The latter were brought into the City and treated at the Fong Pin Hospital. It is high time the government took steps to suppress with a heavy hand this continuous fighting in the villages, and in this respect it is interesting to hear what a non-Christian Chinese gentleman said at the opening of a new hospital in a country town not far away. He said that he had observed that the "Jesus doctrine" had been instrumental in adding wonderfully to the world's peace, and therefore if it could bring peace to the Chinese villages torn as they are with innumerable feuds the more of the "Jesus doctrine" they could have the better.

## A FIRE.

This year, in notable contrast with last, Canton has been singularly free from fire. Unfortunately a somewhat serious one occurred the day before yesterday in Chung Tong Street in the Old City. This part of the city is extremely old, the streets more than ordinarily narrow, and a fire once started the buildings burn like matchwood. Such was the case on the 25th inst., when in spite of the efforts of various fire brigades no less than eight houses and shops were reduced to ashes and several persons were seriously burned.

## ROBBING THE VICEROY.

The Chinese thief is no respecter of persons, as the following will show. Yesterday the Viceroy had occasion to go out, and, as is usual, the bulk of the Yamen Guard accompanied him as an escort. While the Yamen was thus practically deserted thieves made their way in, and made off with several valuable articles. The Police, the Nam Hoi Magistrate and the Pun Yu Magistrate were at once informed and special detectives were sent out to try to discover the missing articles. No trace of the thieves has as yet been discovered and the remainder of the guard left in the Yamen have fallen into dire disgrace, for it is suspected that they had a hand in helping the thieves to get away with the plunder. They have been warned that unless the culprits are discovered within a stated time they will be punished severely.

## A GREAT ROBBERY.

Two years ago a great robbery occurred at a place called Hop Shui Ho in the Ko Ming District and the robbers got away with a very large quantity of plunder. The magistrate was ordered to arrest the thieves, but even to this day the culprits remain at large. The magistrate also got into trouble over this by a similar outrage. It appears that a few days ago in broad daylight a gang of 130 robbers well armed attacked the town, and succeeded in plundering ten of the richest shops. They took a large amount of booty and nine of the shop managers or proprietors were taken away to hold for ransom. The robbers did not get clear away without a fight, for they were attacked by such police as the place possessed with the result that one bandit was killed, while the police lost one killed and several wounded.

## MURDER BY ROBBERIES.

Here is another example of the terrible state of affairs that exists in the country districts. In the Pun Yu district there is a village called San Wai, an inhabitant of which was one Chun, a well-to-do farmer. The other day he was attacked by a gang of thieves, who stripped the unfortunate farmer of his money and even his clothing. His younger brother then gave chase to the robbers, but was shot dead after he had followed them but a short distance. The surviving brother then drew up a petition which was sent to the Pun Yu magistrate, and that official had an inquest held on the body. The murderers are still at large.

## FURIOUS RIDING.

The new Bund is always in a very crowded and congested state, and the police have issued strict orders that all equestrians riding thereon are to proceed at walking pace. In spite of these orders several Chinese youths whose skill in riding is decidedly limited may be seen rushing along at what is really a dangerous pace. One of these yesterday knocked down and seriously hurt a poor old lady, who was unable to move quickly enough to get out of the way. Instead of stopping to see what damage he had done the young coward urged his horse forward at a faster pace, and in spite of the efforts a plucky policeman made to stop him was soon out of reach. The poor old dame was treated by the Red Cross doctor, who found that she had been badly bruised and shaken.

## A BUDDHIST REVIVAL.

A number of Buddhist monks have lately formed a society known as the Fat-Hok Wui (Buddhist learning association), and the society has its headquarters in a famous monastery in Sai Wang Street. It would appear that the monks are afraid that they are losing their hold on the people, and this is possibly true as far as the male portion of the community is concerned. All who know anything about Buddhism are requested to deliver speeches on the mystic thereof.

## RUNNING THE GAUNTLET.

In the old days it was the custom here that if a thief was discovered in the act he was made to run along the length of the street and submit to the blows of all who chose to strike him. If he survived the ordeal he was usually set free. Since the formation of the modern police this barbarous practice has been stopped, but there was a recorded

case of it a day or two ago. A fur-seller was robbed of a small article, and immediately raised cries of "Thief!" A man was discovered with the stolen article in his possession and the policeman on the beat came forward to arrest him. The loser, however, insisted on the old method of punishment being followed, and the policeman making no objection the street watchman struck the first blow. While the victim was endeavouring to dodge the blows he should come along but the Kwong Chow Prefect, and this high officer immediately alighted from his sedan and wanted to know the reason of such a disturbance. The situation was explained and in deep anger the Prefect ordered the immediate arrest of the constable and the street watchman. In consideration of the severe beating he had received the thief was given his liberty.

## THE OPIUM TRADE.

On Saturday an important meeting, presided over by the Provincial Treasurer, and at which were present several of the highest officials and the twenty leading opium merchants, was held in the premises of the Prepared Opium Guild. The Treasurer said that if licensed gambling were abolished the government would lose revenue to the extent of over 3,000,000 taels a year, and that this revenue had got to be made up in some way. The government proposed to increase the tax on prepared opium so that it should bring in a monthly revenue of 200,000 taels. The merchants were unwilling to agree to this, and after a deal of discussion it was agreed to hold a meeting of the whole guild concerning the matter.

## CORRESPONDENCE.

"THE BIRTH OF NEW WORLDS."  
(TO THE EDITOR OF THE "HONGKONG DAILY PRESS.")

SIR,—The theory of the Birth of New Worlds which Professor Bickerton is at present explaining in London is not quite so new as you would lead your readers to understand from the paragraph which appears in your paper this morning. You will find the whole theory of the "rejuvenescence of the cosmic system" given in my lecture to the European section of the Y.M.C.A. in Hongkong rather more than two years ago, and duly reported in the local Press. It was there illustrated by some 20 photographs of actual existing nebulae arranged in series of dispersion and reconstruction, so that the whole process was almost under review. The explanation of the appearance of temporary stars has long been the common property of the scientific world, nor do I remember at this moment to whom the credit of its enunciation really belongs, but I think it is to the late Mr. R. A. Proctor. Some six months after delivering my lecture I found the same idea in a somewhat inchoate form in a communication to the *Astronomische Nachrichten* from the *Deutscher Astronomischer Verein*. The germ of the theory was unquestionably there, and though Dr. Lee had not carried it so far as I had done, it only required logical development to have brought it into exact agreement with my own ideas.

I do not wish to claim priority as against Professor Bickerton, for the credit of a new idea belongs not so much to him who first conceives it as to him who first forces his opinions into the light of the world; but it would seem to illustrate the great disadvantages under which a scientific man labours in a small Colony with a very limited public interested in the current thought of the day—I am, sir, etc.,

JOHN I. PLUMMER.

Hongkong Observatory,  
December 29th.

## PROPOSED ENLARGEMENT OF YAU-MATI SCHOOL.

At a meeting of the Public Works Committee held on the 27th October the Chairman (Hon. Mr. W. Chatham) submitted a plan for adding an upper story to the Yau-mati School, which had been originally constructed with a view to such an addition. The extra accommodation that would be afforded comprised five class-rooms capable of containing 184 pupils, a Head Master's room, a teachers' room and a lavatory. Two staircases would be constructed. With the existing building, which contains four class-rooms accommodating 160 pupils, if the number in each room be restricted to 40, or 200 if no such restriction be made, there would be accommodation for 344 or 384 pupils in all. The estimated cost of the entire work, including the necessary school furniture, was \$20,000. The Director of Education estimated that, after making provision for the additional staff required, there would be a substantial balance remaining from the extra fees which would be received. The Committee unanimously agreed to recommend that the work be proceeded with in accordance with the plans submitted. Those present at the meeting in addition to the Director of Public Works were the Hon. Mr. Wei Yuk, C.M.G., and the Hon. Mr. E. Osborne.

## FIRE AT YAU-MATI

A big blaze occurred at Yau-mati on Wednesday night resulting in the total destruction of a Chinese cracker factory. The fire is supposed to have originated through the overturning of a kerosene lamp, and the inflammable nature of the materials on the premises accounted for the rapid progress of the conflagration. In a few minutes the entire place was enveloped in flames, and though the fire brigade turned out smartly the absence of water made it impossible for them to render any effective assistance and the factory was completely gutted. Several of the inmates had narrow escapes, and a number received injuries which necessitated their removal to the hospital. The damage done amounted to \$35,000.

## HONGKONG LEGISLATIVE COUNCIL.

A meeting of the Hongkong Legislative Council was held yesterday at the Council Chamber.

The following were present:—  
His EXCELLENCY THE GOVERNOR, SIR FREDERICK JOHN DEALTRY LUGARD, K.C.M.G., C.B., D.S.O.

Hon. Sir F. H. MAY, K.C.M.G. (Colonial Secretary).

Hon. Mr. W. REES DAVIES, K.C. (Attorney-General).

Hon. Mr. C. McI. MESSER (Colonial Treasurer).

Hon. Mr. W. CHATHAM, C.M.G. (Director of Public Works).

Hon. Mr. F. J. BADELEY (Capt. Superintendent of Police).

Hon. Mr. A. W. BREWIN (Registrar-General).

Hon. Mr. WEI YUK, C.M.G.

Hon. Dr. HO KAI, M.D., C.M.G.

Hon. Mr. H. E. POLLOCK, K.C.

Hon. Mr. E. OSBORNE.

Hon. Mr. E. A. HEWITT.

Hon. Mr. KESWICK.

Mr. C. CLERMONT (Clerk of Councils).

## MINUTES.

The minutes of the last meeting were read and confirmed.

## FINANCIAL MINUTES.

The COLONIAL SECRETARY, by command of His Excellency the Governor, laid on the table Financial Minutes (Nos. 93 to 114), and moved that they be referred to the Finance Committee.

The COLONIAL TREASURER seconded.

His EXCELLENCY—Gentlemen, with regard to these financial minutes Nos. 93 to 114, I would like to make a few remarks to the Council concerning them. Three of them are for considerable sums. The first one, No. 103, is for a sum of \$114,000 for redemption of subsidiary coinage. I think it would be interesting to the Council if I gave a few facts with regard to the position of the redemption of subsidiary coinage. It has always been the custom for some years past to write off in the Treasury books a certain percentage of loss which is necessary and unavoidable in consequence of the depreciation of subsidiary coinage. We have written off monthly seven per cent. on the face value of Hongkong silver subsidiary coin and 20 per cent. off the face value on copper; that is, on all small coins received by the Government as legal tender in the collection of taxes, especially in the New Territories. That loss has been written off because it is a necessary and inevitable loss on the redemption in consequence of the depreciation of our Hongkong coinage. At the end of 1909 there was a balance in the Treasury of \$469,563 face value of subsidiary coinage, and during 1909 there have been written off in the way described the sum of \$63,523, so that it now stands down to \$405,945.

In consequence of the decision which was taken some three years ago to withdraw from circulation all subsidiary coinage received by the Government as legal tender that amount was remitted home to England for demobilisation early in the present year and its demobilisation involved a further loss of \$23,482. At the end of April a further sum had been accepted in the Treasury of \$210,000, and of this \$26,358 had been written off. I agreed that this amount should be sent home, and it involved a further loss of \$29,376, so that on a little over two lakhs our total loss was \$86,234. This loss was probably larger than the sum that we had lost on the previous remittance, because a larger proportion of it consisted of copper. The total loss on demobilisation on copper, on melting it down to bullion, is 66 per cent. as against 14 per cent. on silver. I did not expect this loss would be so heavy, and therefore the vote in the estimates, which was only \$40,000, was exceeded by \$39,716. By September a further sum of \$219,000 had accumulated in the Treasury and this was sent home while I was away in England; the estimated loss on demobilising this is \$54,670. These sums, together with the amount which has to be written off monthly to the end of the year, accounts for the whole of the vote now before you. No more will be sent home this year, because the Treasury cannot afford any further sum on this account, but it is estimated that at the end of this year we will have in hand about \$244,169. Against that \$19,412 will have been written off. The vote for the redemption of subsidiary coinage which appears annually in the estimates is a rather misleading one. It refers to two separate matters. The first is the unavoidable and inevitable loss we have to sustain in consequence of the depreciation of our coinage, that is to say, the amount which has to be written off in the Treasury and which in 1910 is estimated at \$70,440 as against a vote of \$40,000. In 1911 we have provided a larger sum, \$75,000, which ought to cover that. The second matter included in that vote is loss on demobilisation, which is a purely optional affair. During 1910 we have melted down in all \$898,100 face value of subsidiary coinage, that is to say, \$759,300 silver and \$138,800 copper, and the cost of doing this over and above what we should have to have written off will amount to \$83,357, for which no provision was made in the estimates. With regard to this whole question, gentlemen, the Colony has for many years past made a very considerable profit by importing coin which has found its way into China. This was not to be avoided. The Colony was bound to import coin for its own needs and, if this coin disappeared out of the Colony and was taken away into China the Colony was compelled to go on importing in order to maintain its own supply. I do think, however, the profit which was in earlier years made on that coinage ought to have been placed in past years to a reserve fund. But it was not so placed. It was spent. We have now in consequence to make good a profit

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Correspondents must forward their names and addresses with communications addressed to the Editor, not for publication, but as evidence of good faith.

All letters for publication should be written on one side of paper only.

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The Daily Press.

HONGKONG, DECEMBER 30TH, 1910.

A TELEGRAPHIC dispatch reproduced by us a few days ago from the columns of a Manila contemporary represented President Taft to be concentrating his attention on legislation to encourage the growth of the United States mercantile marine, and this legislation, it seems, is to be very much on the lines of the ill-fated Humphrey Bill, which provided for State subsidies. The question is one which has from time to time occupied the attention of both great political parties. They are agreed as to the value and necessity of encouraging the mercantile marine, but they differ fundamentally as to methods. In the Democratic platform of 1908 occurred these words: "We believe in the upbuilding of the American mercantile marine without new or additional burdens upon the people and without bounties from the public Treasury." The Republican manifesto of the same year said: "We adhere to the Republican doctrine of encouragement to American shipping, and urge such legislation as will revive the merchant marine prestige of the country, so essential to national defence, the enlargement of foreign trade, and the industrial prosperity of our



which in past years had been derived from this source. We are therefore as a matter of fact only now liquidating liabilities which accrued in that series of years when we took the profit and used it as a portion of our annual revenue. I have had looked up the amount of profit which we made in that way. There are no separate records prior to the year 1872, but between the years 1872 and 1905 the profit which was credited to revenue amounted to \$2,226,234. We began to lose the year that I came to the Colony, 1907, and the loss during the four years which have elapsed since then amounts to \$793,298, so that we have only paid back a little more than one-third of the profit we have made. During these four years we have withdrawn in silver subsidiary coinage to the face value of \$5,272,000 and in copper to the face value of \$255,000, or in actual coins we have withdrawn about 52½ million silver and about 25½ million copper coins. The actual figures are 52,579,486 in silver and 25,508,623 of copper. I think I need hardly remind you that this question of the redundancy of our own coinage and the loss we have had to incur to endeavour to rehabilitate it is quite a separate question from the currency of Chinese coins in this Colony. I am glad to see lately that one important company is discriminating between Hongkong and Chinese coinage, and is now refusing to receive Chinese coinage. I think I may say there is a prospect of a termination of these difficulties. China is taking certain steps towards the rehabilitation of her coinage. However that may be the Treasurer reports, so far as our coinage is concerned, that during the recent financial panic among the Chinese the discount on Hongkong silver coins fell to only three per cent, and the copper now stands at from two to five per cent. He anticipates that when trade revives, and there is a greater demand for silver the discount will decrease gradually and very probably reach par. Once our subsidiary coinage has reached par it will be an easier matter for us to deal with the question of alien coinage in this Colony, if it is necessary to take any particular steps in that direction. I hope you will agree with me that in this very difficult question of coinage we have taken very substantial steps in the last four years in demonstrating, as I have told you, upwards of 77 million coins. The next financial minute regarding which I have a few words to say, is No. 104, that is, the vote for \$509,479 for the resumption of land. You will find in the estimates for the current year a sum of \$374,876 for the resumption of land for a railway station. The sum now before you relates to the same matter, and the only reason it was brought before the Council today is because it was inaccurately described in the estimates as being a sum for the resumption of land for a railway station. In all probability, it will not now be used for a railway station. The resumption which we had in view for the sum which was placed in the estimates, is the same sum in the vote now under your consideration. You will see from the vote that we have made a saving of about \$65,000 on the anticipated price. The financial minute, therefore, you are asked to approve does not involve any new or unauthorized expenditure from what was sanctioned by the Legislative Council when the estimates were passed. The third and only other vote on which I wish to remark is No. 101, a vote of \$55,000 in aid of the vote, public works extraordinary. This refers to the site of four houses which separate the old western market from Morrison Street. Three of them have collapsed and the other one, together with one which was already Government property, are reported by the Building Authority to be unfit for habitation. At the present moment we are in process of rebuilding the western market, adding a second story to it. Even with this increased accommodation the demand for shops and stalls will in all probability not be met. The market is in a very populous district and there is a great demand for stalls. The present moment, therefore, is an exceedingly favourable one for resumption, because we only have to pay the price for the land instead of having to pay also for the price of buildings erected upon it. If we did not take this opportunity new houses would be erected and we would have to pay for them as well as for the land itself. The market is a very remunerative work, and a revenue of some \$30,000 per annum is expected from the new building. The cost of the present improvement is \$100,000, and I am informed the value it is proposed to pay for this land, \$65,000, is very reasonable and proper. The motion was agreed to.

## FINANCIAL.

The COLONIAL SECRETARY, by command of His Excellency the Governor, laid on the table the report of the Finance Committee (No. 17), and moved its adoption.

The COLONIAL TREASURER seconded, and the motion was agreed to.

## PUBLIC WORKS COMMITTEE.

The DIRECTOR OF PUBLIC WORKS, by command of His Excellency the Governor, laid on the table the report of the Public Works Committee (No. 3).

## LIQUORS REBATE.

The COLONIAL SECRETARY—Sir, I beg to move the following resolution—Resolved that the sum of \$112 as an Import Allowance for the year 1910 be paid out of the Public Revenue of the Colony as a rebate in part to the Naval Authorities in respect of the duties paid on intoxicating liquors (not being Naval Stores) the property of His Majesty consumed at the Officers' Mess at the Royal Naval Hospital and at the Engineers' Mess in His Majesty's Dockyard. This vote is rendered necessary by the incurring of the institutions mentioned in the rebate system.

The COLONIAL TREASURER seconded, and the motion was agreed to.

## QUESTIONS ANSWERED.

The Hon. Mr. H. E. POLLOCK had given notice of the following questions:—

1. What would be (approximately) the cost of turning and laying out and enclosing the plot of ground to the west of the Hongkong Club in such a manner as to make it uniform with the adjacent plot of ground to the west of it?

2. What work, if any, has been done in connection with the promised erection of a light on Kap Sing Island, at the Southern entrance to the Capsulum Pass? Has any contract been entered into with reference to this work? If not, why not? If so, what is the contract date for the completion of the work?

3. What is the contract date for the completion of the new Harbour of Refuge at Mong-Kok Tsui?

4. What is the estimated saving of expenditure to be gained by the omission to erect a clock tower on the new Post Office, as was originally designed?

5. Will the Government lay before the Council the information, which is in its possession, with reference to the prospects of a wireless-telegraphy station, for the signalling of typhoons, being established on some Island of the Pratas Group?

The COLONIAL SECRETARY replied to the questions as under:—

1. "Not less than \$4,000."

2. A tender by Messrs Chance Bros. & Co. for the necessary apparatus for a fifth order light and for a fog bell together with the structure to support them has been accepted in England. The apparatus and structure will be sent out to the Colony as soon as they are completed.

3. The contract date for the completion of the new Harbour of Refuge at Mongkoktsui is the 26th October, 1915. The amount of the contract is \$2,018,025.4.

4. Seventy thousand dollars including a suitable clock.

5. The Government has no information that the Chinese Government has yet taken any steps to make the promised installation. It has again urged upon the Chinese Government through His Majesty's Minister at Peking the desirability of carrying out the work.

## NOTICE OF FURTHER QUESTIONS.

The Hon. Mr. OSBURN—Sir, I rise to give notice that at the next meeting of the Council I will ask the following questions:—

1. Will the Government take steps to prevent the destruction of birds by sham sportsmen, who by means of the Railway are enabled to invade the New Territory and threaten extinction to every form of bird life, game and otherwise.

2. Will the Government cause to be laid on this table half-yearly a statement of the work actually accomplished on the new typhoon refuge; and in such form that the public may be able to judge whether the rate of progress is such as to ensure completion by contract date.

## WIDOWS' AND ORPHANS' PENSION AMENDMENT ORDINANCE.

The ATTORNEY-GENERAL moved the first reading of a Bill entitled, "An Ordinance to amend the Widows' and Orphans' Pension Ordinance, 1908."

The COLONIAL SECRETARY seconded, and the Bill was read a first time.

The Memorandum attached to this measure explained that this amending Ordinance is necessary to remove doubts as to the interpretation of the existing Ordinance with regard to the method of fixing the amount of contribution to be paid by officers drawing salaries fixed on a dollar basis. It will also amend the existing practice and give effect to the Resolution passed by the Legislative Council on August 7th, 1912.

## COMPANIES ORDINANCES CONSOLIDATION ORDINANCE.

The ATTORNEY-GENERAL moved the second reading of the Bill entitled, "An Ordinance to consolidate and amend the Ordinances relating to Companies." In doing so he said—On moving, Sir, the first reading of this Bill I explained its object, which was to establish uniformity in commercial centres of the British Empire on the law relating to companies. It consolidates the existing Ordinances and follows with such amendments as are necessary to the local conditions in the Imperial Companies Consolidation Act, 1908. The object of that Act was, as I then pointed out, to promote commercial integrity and protect the investing public from the ravages of company promoters. The Bill, Sir, was introduced some time ago, and I do not hesitate to affirm from information I have received from all quarters, freely received, that the measure has been well received not only amongst the commercial community of the Colony, but in the commercial community of Shanghai. In fact I am not exaggerating when I make bold to declare that the Bill has been received with a chorus of universal acclamation. Comparatively few amendments have been suggested to me, and those amendments I have received will be dealt with when the Bill is referred to the Law Committee. It will receive the very careful consideration of the Law Committee and if necessary of the committee of the whole house afterwards. Since the introduction of the Bill an important judgment by the Chief Justice has raised the question of the status of the Shanghai companies under our Companies Ordinance. The effect of that judgment is that in the opinion of the Chief Justice it is in the opinion of a foreign company to register in this Colony it must in reality carry on business in Hongkong, and the carrying on of its business here must be in reality and not merely in name. Now, Sir, the Government is fully

impressed with the importance of this decision and recognizes that it is in the interests both of companies trading in the treaty ports and in this Colony to preserve the existing system and for the Government to place no stumbling block in the way of Shanghai or other companies registering in this Colony, the local Companies Ordinances of 1907 and 1909 being expressly to facilitate the position of companies that are registered here to carry on business outside the Colony. I mention that fact, Sir, as showing the trend legislation has recently taken in expressly recognizing the position of companies carrying on business elsewhere. Having regard, therefore, to the judgment of the Chief Justice, to which I have alluded, the Government is losing no time in submitting proposals for the consideration of the Secretary of State with a view to maintaining the status quo ante. This will, if approved by the Secretary of State, necessitate certain amendments being made in the Bill, so as to assure the position of these companies being placed beyond all doubt. These amendments, I submit, need not delay the consideration of the Bill by the Standing Law Committee, which I shall presently invite the Council to commit to them. As regards the principles of the Bill, I referred to them more fully than usual on the first reading. We desire to place our company law in uniformity with that prevailing at Home. We desire to protect shareholders. We desire a more perfect system of audit. We desire that the general law prevailing as regards companies at Home shall be brought up to date in this Colony. I beg to move the second reading, and if the Council will read the Bill a second time I will move that it be referred to the Standing Law Committee, so that I will have the advice of my hon. and learned friend opposite and my hon. and learned friend on my left in dealing with the various amendments which may occur.

The COLONIAL SECRETARY seconded. Hon. Mr. POLLOCK—There is one remark I wish to make, Sir. I have not as yet been appointed a member of the Law Committee.

His EXCELLENCY—I was about to refer to that. The hon. member, I think, is a member of the Law Committee, and his place was taken during his absence by the hon. Mr. Murray Stewart. As that gentleman has now left the Council, I hold that the hon. member who has spoken resumes his seat at the Council and becomes a member of the Law Committee. If the Council should wish formally to renominate him it can be done, but I myself see no necessity for doing so.

Hon. Mr. HEWITT—Your Excellency, I would point out that this Bill is of far-reaching order. The hon. Attorney-General says that this Bill is merely bringing Hongkong up to date. That is quite true. I think that no business man here would object to bringing the Hongkong Companies Ordinances up to date with what obtains in Great Britain, but it is a very great advance on what is existing now, and I think we ought to have reasonable time for discussing this question. The Attorney-General appears to think, as I gathered from his remarks, that the amendments will be few. I have it in my mind that the amendments suggested by the mercantile community of Hongkong may be very considerable, and the Bill may lead to a great deal more discussion and amendment than your Excellency and the officials of Hongkong seem to think. I trust, therefore, that the Bill will not be rushed. I only make these remarks because the Chamber of Commerce have had not a full opportunity of considering the Bill, but they will consider it at the earliest possible moment. We may, I don't say we will, have to put forward in the interests of the mercantile community a good many more amendments than your Excellency appears to anticipate. Therefore, I venture to suggest that we have every possible and reasonable time for reconsidering it before it becomes law. I have no more to say at the moment, because the matter will be considered by the Chamber which I represent. It is a very important measure, and will make radical changes in the working of companies here. Therefore, things must not be done in a hurry and we must have ample time to consider that Bill.

The ATTORNEY-GENERAL—I quite understand that there are possibly numerous amendments which may crop up, but I do not think that will interfere with the Law Committee taking the Bill into consideration at once. Hon. Mr. HEWITT—Not at all. The ATTORNEY-GENERAL—I would ask the hon. member to refer to the Law Committee any amendments he has. The Bill is bound to engage the attention of the Law Committee, I expect, for some considerable time, but that need not prevent the motion for its commitment to that Committee. The COLONIAL SECRETARY seconded, and the motion was agreed to. The Bill was afterwards referred to the Law Committee.

## COLONIAL SECRETARY'S FORTHCOMING DEPARTURE.

His EXCELLENCY—Gentlemen, I have to announce to you that His Majesty has been pleased to select the Hon. Colonial Secretary as Governor of Fiji and High Commissioner for the South Pacific. (Applause.) The Council will now adjourn sine die, and as far as I can foresee is not likely to meet again until towards the end of February, when we assemble to pass the jurors' list. Therefore, this will probably be the last occasion on which we shall see the hon. member in his accustomed seat, a seat which I believe he has occupied longer than any other person at this table. I think, therefore, it is fitting that the records of this Council should contain some reference to the loss the Council will suffer on his departure. I am confident that the few observations which I have to add to the announcement will voice the unanimous feelings of every member of this Council.

but if any unofficial member should desire to bring forward a motion in order to crystallize more precisely the feelings of the Council, or because he considers that course more in consonance with standing orders, I will readily agree to its urgency, and no doubt the Council in accordance with Rule 13 will take that view. It is not possible to dissociate the work of the Colonial Secretary as a member of this Council and the larger sphere of work in the Colony outside the walls of this house. He has spent all his working life in this Colony, since first he came to it some twenty-eight years ago, and during all that time he has worked as you all know most strenuously for the public service—(Hear, hear, and applause)—not sparing himself and not endeavouring to place any close limit on the demand on his time as on his thoughts which the public service needed. He has set an example to younger members of the Colonial Service of devotion to duty and absolute integrity, an example of which probably neither they nor he can recognize the full effects. My own life has been a varied one, spent in the public service in various parts of the world, and I can say to you in this Colony that never in all my experience have I met an official whom I have been able to recognize as more thoroughly conscientious, more rigidly impartial, or more hard-working than the Colonial Secretary of Hongkong. (Applause.) His great ability, his sound common sense and unequalled knowledge of affairs in this Colony, will be a great public loss, and his advice and loyal assistance will be a loss to myself. This is not the place in which to allude to his activities in the social life of this Colony. No doubt an opportunity will be offered elsewhere. I will only say that he and his wife will be very greatly missed when they go. We can each of us aspire to no higher honour and no greater reward than that it should be said of us by those with whom we have been associated, as we on all say of Sir Henry May, that throughout his public service he has upheld the best traditions of public life and in both his public and private capacity he has always maintained the character of an English gentleman *sans peur et sans reproche*. (Applause.)

The COLONIAL SECRETARY—Sir, I wish to express my appreciation of the honour you, Sir, as President of this Council, have done me.

Sir Henry was perceptibly overcome with emotion and he immediately resumed his seat.

## RE-NOMINATION OF MR. POLLOCK.

His EXCELLENCY—I think, gentlemen, it would perhaps be more correct if the hon. Mr. Pollock be formally re-appointed to the Law Committee. I have, therefore, much pleasure in re-nominating him.

Council adjourned, and on His Excellency re-entering the Chamber later.

The COLONIAL SECRETARY reported that the Finance Committee had unanimously adopted Financial Minutes Nos. 93 to 114, and he recommended that the votes therein referred to be approved.

The COLONIAL TREASURER seconded, and the motion was agreed to.

His EXCELLENCY—Council stands adjourned sine die.

## FINANCE COMMITTEE.

A meeting of the Finance Committee was held afterwards—the Colonial Secretary presiding. The following votes were passed:—

## THE NEW TERRITORY PUBLIC WORKS.

The Officer Administering the Government recommended the Council to vote a sum of five thousand three hundred and twenty dollars (\$5,320) in aid of the vote Public Works, Extraordinary, Buildings, Furnished Quarters for the Public Works Department Surveyor in the New Territories and Rest House for Public Works Department and other Officers visiting the Territory on official business.

## DEEPENING CAUSEWAY BAY.

The Governor recommended the Council to vote a sum of eight hundred and sixty-six dollars (\$866) in aid of the vote, Public Works, Extraordinary, Miscellaneous, Causeway Bay—Deepening.

## EDUCATIONAL.

The Governor recommended the Council to vote a sum of two hundred and nineteen dollars and twenty cents (\$219.20) in aid of the vote, Education, A—Department of Director of Education, Other Charges, Queen's College, Incidental Expenses.

## HARBOUR MASTER'S DEPARTMENT.

The Governor recommended the Council to vote a sum of six hundred and twenty-five dollars (\$625) in aid of the vote, Harbour Master's Department, D—Marine Surveyor's Office, Other Charges, for the following two items:—  
Repairs to Steam Launch ... \$ 75  
Steam Launch Hire ... 550  
Total ... \$625

## JUDICIAL AND LEGAL.

The Governor recommended the Council to vote a sum of one hundred dollars (\$100) in aid of the vote, Judicial and Legal Departments, C—District Officer, Personal Emoluments, Allowance to Additional Police Sergeant as Supervisor of Revenue Collection.

## MEDICAL.

The Governor recommended the Council to vote a sum of six hundred and forty dollars (\$640) in aid of the vote, Medical Departments, for the following two items:—  
A—Staff.  
Other Charges.

Health Officer of Port.  
Incidental Expenses ... \$ 40  
B—Hospitals and Asylums.

## LUNATIC ASYLUMS.

Provisions for Patients, Victoria Hospital for Women and Children ... 300  
Provisions for Patients ... 300  
Total ... \$640

## OFFICERS' UNIFORMS.

The Governor recommended the Council to vote a sum of One hundred and thirty Dollars (\$130) in aid of the vote, Harbour Master's Department, A—Uniform Office, Other Charges, Uniform for Boarding Officers, Constables and Boatmen.

## REPAIRS TO BOATS AND BUOYS.

The Governor recommended the Council to vote a sum of Two hundred Dollars (\$200) in aid of the vote, Harbour Master's Department, A—Harbour Office, Other Charges, Repairs to Boats, Buoy, etc.

## LAND RESUMPTION.

The Governor recommended the Council to vote a sum of fifty-five thousand five hundred Dollars (\$55,500) in aid of the vote, Public Works, Extraordinary, Land Resumption for Frontage for Old Western Market.

## INCIDENTAL SANITARY EXPENSES.

The Governor recommended the Council to vote a sum of fifty-nine dollars and twenty cents (\$59.20) in aid of the vote, Sanitary Department, Other Charges, Sanitary Staff, Incidental Expenses.

## GOVERNMENT TELEGRAMS.

The Governor recommended the Council to vote a sum of Five hundred Dollars (\$500) in aid of the vote, Miscellaneous Services, Telegram Services, Telegrams sent and received by Government.

## RESUMPTION OF LAND AT KOWLOON.

The Governor recommended the Council to vote a sum of Three hundred and nine thousand four hundred and nine dollars (\$309,479) in aid of the vote, Public Works, Extraordinary, Resumption of Kowloon Inland Lots Nos. 44 and 618.

## PERSONAL EMOLUMENT.

The Governor recommended the Council to vote a sum of Thirty-three Dollars and thirteen Cents (\$33.13) in aid of the vote, Medical Department, B—Hospitals and Asylums, Personal Emoluments, Tung Wah Hospital Chinese Resident Surgeon.

## TRANSPORT OF GOVERNMENT SERVANTS.

The Governor recommended the Council to vote a sum of Two thousand five hundred Dollars (\$2,500) in aid of the vote, Miscellaneous Services, Transport of Government Servants.

## COLONIAL SECRETARY'S DEPARTMENT.

The Governor recommended the Council to vote a sum of Two hundred and eighteen Dollars, and thirty-one cents (\$218.31) in aid of the vote, Colonial Secretary's Department and Legislative, Other Charges, for the following two items:—  
Language Study Allowance (Chinese) to Unpassed Cadets ... \$ 80.51  
Medical Attendance on Unpassed Cadets ... 137.80  
Total ... \$218.31

## REDEMPTION OF SUBSIDIARY COINS.

The Governor recommended the Council to vote a sum of One hundred and fourteen thousand Dollars (\$14,000) in aid of the vote, Miscellaneous Services, Redemption of Subsidiary Coins.

## LAW COURTS.

The Governor recommended the Council to vote a sum of Fifteen thousand Dollars (\$15,000) in aid of the vote, Public Works, Extraordinary, Buildings, Law Courts.

## POST OFFICE.

The Governor recommended the Council to vote a sum of Fifty Dollars (\$50) in aid of the vote, Post Office, B—Postal Agency in China, Other Charges, Shanghai, Uniforms and Equipment of Postmen.

## TRAVELLING ALLOWANCES.

The Governor recommended the Council to vote a sum of Three hundred and ten Dollars (\$310) in aid of the vote, Judicial and Legal Departments, E—Land Registry Office, Other Charges, New Territories, for the following two items:—  
Travelling Allowance to Assistant Land Officer ... \$150  
Conveyance Allowance to Assistant Land Officer ... 160  
Total ... \$310

## SECURITY ALLOWANCE.

The Governor recommended the Council to vote a sum of Twenty-seven Dollars (\$27) in aid of the vote, Harbour Master's Department, C—Imports and Exports Office, Other Charges, Security Allowance to 4th Grade Clerk.

## LIGHTING THE CITY.

The Governor recommended the Council to vote a sum of Ninety-five Dollars (\$95) in aid of the vote, Public Works, Recurrent, Lighting, Electric Lighting, City of Victoria.

## POST OFFICE REQUISITES.

The Governor recommended the Council to vote a sum of One hundred and fifty Dollars (\$150) in aid of the vote, Post Office, A—Hongkong Post Office, Other Charges, Mail Bags, Parcel Boxes, Date Stamps and Scales.

## LATEST STEAMER MOVEMENTS.

The Bank Line steamer sailed from Moji on the 25th instant, and is due here on or about the 30th instant.

The cargo of Silk shipped on board the M.M. steamer, *Tonkin*, which left this port on the 22nd instant, was delivered in Lyons on the 24th inst.

The steamer *Cardiganhire* left Singapore for Hongkong on the 27th instant, and may be expected here on or about the 3rd prox.

Mr. Chang Pichai, a Chinese millionaire from the Straits, has purchased most of the buildings on the Exhibition Ground at Nanking. Altogether he has spent some Three 300,000 on the purchases. With the exception of a few government buildings, all has become his property. It is understood, says a Peking paper, that he will start some sort of industry there.

## RING UP



FOR A CASE OF  
OF  
**JOHNSTONE'S**  
**M.P.**  
**WHISKY**

EXTRACT FROM "THE LANCET."

"OUR ANALYSIS of this Whisky indicates that the statement made in regard to it is honest, that is to say—it is Pure Malt Whisky distilled in the Pot Still. Moreover, the evidence of the palate is in favour of the statement that it is fully matured. The flavour, while malty and rich, is soft. The Whisky is well adapted for Special Dietetic Purposes."

## IT PAYS

you to buy this Whisky. Each case contains a coupon, and one who holds the one selected by the Distillers is entitled to a FREE FIRST CLASS PASSAGE HOME.

**H. RUTTONJEE & SON,**  
1260] WINE & SPIRIT MERCHANTS.

**CHS. J. GAUPP**  
**& CO.,**

ALEXANDRA BUILDINGS,

CHATER ROAD,

ARE NOW SHOWING

A VERY FINE SELECTION

OF

**DIAMOND**

AND

**ENGLISH MADE**

**HALL MARKED**

**JEWELLERY**

ALSO

A LARGE STOCK OF

**MAPPIN & WEBB'S**

SILVERWARE AND

PRINCES PLATE

AT THEIR

LONDON CATALOGUE PRICES

Plus only Cost of Transport to

Hongkong.

(1135)

**WEATHER REPORT.**

On the 29th at 11.55 a.m.—The barometer has risen considerably in E. Japan, the depression lying over Hokkaido yesterday, having moved away over the Pacific.

Pressure has given way moderately over China, another depression having approached Manchuria from the Westward.

The highest pressure is shown over S. China. Fresh monsoon may be expected over the China Sea.

Hongkong rainfall for the 24 hours ending at 10 a.m. to-day, 0.00 inches.

The forecast for the 24 hours ending at noon to-day is as follows:—

Hongkong & Neighbourhood N. winds, fresh; fine.

Formosa Channel Same as No. 1.

South coast of China between Same as No. 1.

Hongkong and Lamscocks Same as No. 1.

South coast of China between Same as No. 1.

Hongkong and Hainan Same as No. 1.



## NOTICE.

Communications respecting Advertisements, Subscriptions, Printing, Binding, etc., should be addressed DAILY PRESS only, and special business matter THE MANAGER. Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded. Orders for extra copies of the Daily Press should be sent in before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash. P.O. Box, 35. Telephone No. 12. Telegraphic Address: PRESS CODES: A.B.C. 5th Ed. Lister's.

## NEW ADVERTISEMENTS

FIRE INSURANCE ASSOCIATION OF HONGKONG.

## NEW YEAR HOLIDAY.

NOTICE IS HEREBY GIVEN that all FIRE INSURANCE OFFICES will be CLOSED for the Transaction of PUBLIC BUSINESS on MONDAY, the 2nd January, 1911.

By Order,

A. R. LOWE,  
Secretary.

Hongkong, 30th December, 1910. [1443]

MARINE INSURANCE ASSOCIATION OF HONGKONG.

## NEW YEAR HOLIDAY.

NOTICE IS HEREBY GIVEN that all MARINE INSURANCE OFFICES will be CLOSED for the Transaction of PUBLIC BUSINESS on MONDAY, the 2nd January, 1911.

By Order,

A. R. LOWE,  
Secretary.

Hongkong, 30th December, 1910. [1444]



AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR FIUME AND TRIESTE (DIRECT). Calling at SINGAPORE, PENANG, COLOMBO, BOMBAY, KARACHI, ADEN, SUEZ AND PORT SAID. (Taking Cargo at through rates to the BRITISH, to SOUTH AFRICA, PERSIAN GULF, RED SEA, BLACK SEA, LEVANT, VENICE, and AUSTRIAN PORTS).

THE Company's Steamship

"PERSEA".

Capt. Giergovich will be dispatched as above on FRIDAY, 27th JAN., at 2 P.M. This Steamer has capital accommodation for passengers, excellent cuisine, electric light, electric fan and wireless telegraph and a stewardess. For information as to Passage and Freight, apply to

SANDER, WIELER &amp; Co.,

Agents.

Princes Buildings, Hongkong, 30th December, 1910. [13]

## ELECTRIC MOTOR FOR SALE.

A 2 1/2 h.p. ELECTRIC MOTOR with starting switches, pulleys, etc., complete is offered for Sale by the Undersigned. The Motor is in First Class Condition and suited to local requirements.

Apply—

HONGKONG DAILY PRESS OFFICE.

Hongkong, 22nd November, 1910. [1307]

## WANTED.

BY an ENGLISHMAN, Post as

Accountant, Good References and Qualifications. Outports not objected to.

Apply—

Care of "Daily Press" Office.

Hongkong 17th December, 1910. [1398]

## "WITH DOG AND GUN IN THE NEW TERRITORY."

BEING the Series of Articles recently

contributed to the "HONGKONG DAILY PRESS" by "Sportsman," reproduced in book form.

PRICE ONE DOLLAR.

Hongkong, 29th October, 1910. [1229]

## SAUSAGES!

## SAUSAGES!

OWN MAKE. DELICIOUS.

## BEEF AND PORK SAUSAGES

25 and 35 Cents Per lb.

## THE

DAIRY FARM CO., LTD.

[42]

## NEW YEAR GOODS

CARDS, CRACKERS, DOLLS,

TOYS, STAMPS, &amp;c.

GRACA &amp; CO.

27, DES VOUX ROAD, HONGKONG.

[131]

## CHRISTMAS PARCELS.

GRAND

JUST ARRIVED

LADIES AND CHILDREN'S WINTER

WEAR, &amp;c.

LADIES' GOLF COATS and Norfolk. Ladies

and Children's Gloves of all descriptions.

Children's Jerseys and Caps, fancy style.

Elegant and durable Corsets of British make,

all styles; and lots of other first-class goods for

winter wear.

HOOSAIN-ALI &amp; Co.,

No. 14, Queen's Road Central,

Hongkong, 24th December, 1910. [707]

## INTIMATIONS

## NEW YEAR HOLIDAY.

IN accordance with Ordinance No. 6 of 1875 the EXCHANGE BANKS will be CLOSED for Transaction of PUBLIC BUSINESS on MONDAY, the 2nd January, 1911.

Hongkong, 29th December, 1910. [1443]

## KOWLOON - CANTON RAILWAY.

(BRITISH SECTION.)

## NEW YEAR HOLIDAY.

On MONDAY, January 2nd, 1911.

TRAINS WILL RUN TO THE SUNDAY TIMING:

Kowloon, Departure... 9.30 A.M. and 3 P.M.

Lowu, Departure... 11.15 A.M. and 5 P.M.

For Intermediate Stations, See Time Table.

FROM the 23rd December, 1910 and until the

8th January, 1911, both days included, the

following SPECIAL FARES will be charged:

HONGKONG to CLASS

1st return 2nd return

TAI PO \$2.00 \$1.00

LOWU or FANLING (Frontier) \$3.00 \$1.50

Tickets at the above rates, including the Trip

across the Harbour both ways by STAR FERRY,

may be obtained at the Star Ferry Wharf,

Hongkong.

Purchasers of Second Class Tickets travel

First Class on the Ferry.

## BY ORDER.

Hongkong, 29th December, 1910. [1414]

## NOTICES OF FIRMS

NATIONAL ASSURANCE COMPANY OF IRELAND.

ESTABLISHED 1822.

THE Undersigned having been Appointed

AGENTS for the above Company are

prepared to accept Risks against Fires at

Current Rates.

REUTER, BROCKELMANN &amp; Co.

Hongkong, 14th December, 1910. [1402]

## NOTICE.

THE Undersigned, CHAN MUI SAN, who

for more than forty years, was Partner and

Manager of the SUN SHING Firm of

No. 90, Queen's Road Central, has now retired

from all connection with the said Firm and has

Opened his Own House at No. 23, Stanley

Street, where he is Transacting Business in the

same lines as formerly.

CHAN MUI SAN,

23, Stanley Street.

Hongkong, 2nd December, 1910. [1344]

## FOR SALE

REMAINING Portions of MARINE

LOTS 31 and 36, at PRAYA EAST.

Approximate Area, 43,000 Square Feet.

TO BE LET OR SOLD

IN LOTS TO SUIT TENANTS OR

PURCHASERS.

MARINE LOT

No. 285

EXTENSIVE WATER

FRONTAGE, DEEP WATER.

Apply—

G. FENWICK &amp; Co., Ltd.,

ENGINEERS, &amp;c.,

PRAYA EAST, HONGKONG.

Hongkong, 8th June, 1906. [84-163]

## ON SALE.

HONGKONG HANSARD REPORTS

of the MEETINGS of the

LEGISLATIVE COUNCIL for the

Session 1909.

REVISED BY THE MEMBERS.

PRICE \$3.

DAILY PRESS OFFICE.

Hongkong, 21st February, 1910. [316]

## NEW CARTRIDGES.

BY popular English Manufacturers. In

all Bores and Sizes.

SMOKELESS POWDERS and CHILLED

SHOTS. From No. 10 to S&amp;S&amp;G. at \$6, \$7 and

7.50 per 100. SPORTING REQUISITES

and AIR GUNS in Variety.

Inspection Invited.

WM. SCHMIDT &amp; Co.

Hongkong, 26th October, 1906. [1181]

## AUTOMATIC BROWNING

POCKET PISTOLS.

CALIBRE 7.65 mm.

With CHAMBER for 8 CARTRIDGES

FIRING 8 SHOTS in 2 SECONDS.

SIEMSEN &amp; Co.

Fongkong, 6th March, 1907. [38]

## SINGON &amp; Co.

IRON, Steel, Metal and Hardware Merchants.

Wholesale and Retail Ironmongers, Pig

Iron and Foundry Coke Importers, General

Storekeepers and Shipchangers. Nos. 35 &amp; 37,

Hing Loong Street, (2nd fl., west of Central

Market). Telephone No. 515. [496]

## AUCTIONS

## PUBLIC AUCTION.

THE Undersigned have received instructions to Sell by Public Auction, For Account of THE OBERNEED, TO-DAY (FRIDAY), the 30th December, 1910, at 11 A.M. at No. 15C, MACDONNELL ROAD, TOP FLOOR, Hongkong.

THE WHOLE OF THE VALUABLE

HOUSEHOLD FURNITURE,

Therein Contained.

On View from 28th inst.

Terms—As Usual.

HUGHES &amp; HUGH,

Auctioneers.

Hongkong, 27th December, 1910. [1436]

## G. R.

## PUBLIC AUCTION.

THE Undersigned have received instructions to Sell by Public Auction, On WEDNESDAY, the 4th JANUARY, 1911, at 10 A.M., at the

NAVAL YARD CAMBER,

The Pontoon Lighter

"MEG OHM"

together with the Fittings in One Lot as

described herein.

As she now lies in Chamber of the Naval Yard.

The Admiralty does not guarantee the Lighter

to be fit for further sea or harbor service.

The Lighter may be viewed for Seven Days

before Date of Sale on production of an Inspect-

ing Order which can be obtained from the

Auctioneers.

HUGHES &amp; HUGH,

By Appointment Auctioneers to the Admiralty.

Hongkong, 23rd December, 1910. [1425]

## G. R.

## PUBLIC AUCTION.

THE Undersigned have received instructions to Sell by Public Auction, On WEDNESDAY and THURSDAY, the 4th and 5th JANUARY, 1911, at 10 A.M., each

day, at H. M. NAVAL YARD,

OLD AND SURPLUS,

NAVAL and VICTUALLING STORES,

Comprising:—

OLD and SURPLUS NAVAL STORES—ASH

HOIST ENGINES, HOSES, LAMPS and

LANTERNS. OLD IRON

and METALS, ELECTRIC CABLES, BLOCKS,

SARGENT LIGHT PROJECTORS, TYPE-

WRITER, COAL SACKS, CANVAS

CURTAINS, BAGS, OLD INDIA-RUB-

BER, OLD LEATHER, CARPETS,

MATTING, OLD BOATS, FURNITURE,

ROPE, MEDICAL INSTRUMENTS,

&amp;c., &amp;c.

OLD and SURPLUS VICTUALLING STORES—

PROVISIONS, SEAMEN'S CLOTHING,

BLANKETS, Officers' Mess TRAPS,

(A Quantity of ELECTRO-PLATED

ARTICLES and TABLE LINEN),

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Hongkong, 23rd December, 1910. [1426]

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Hongkong, 31st July, 1907. [1184]

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Hongkong, 9th January, 1909. [574]

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Hongkong, 1st December, 1910. [88]

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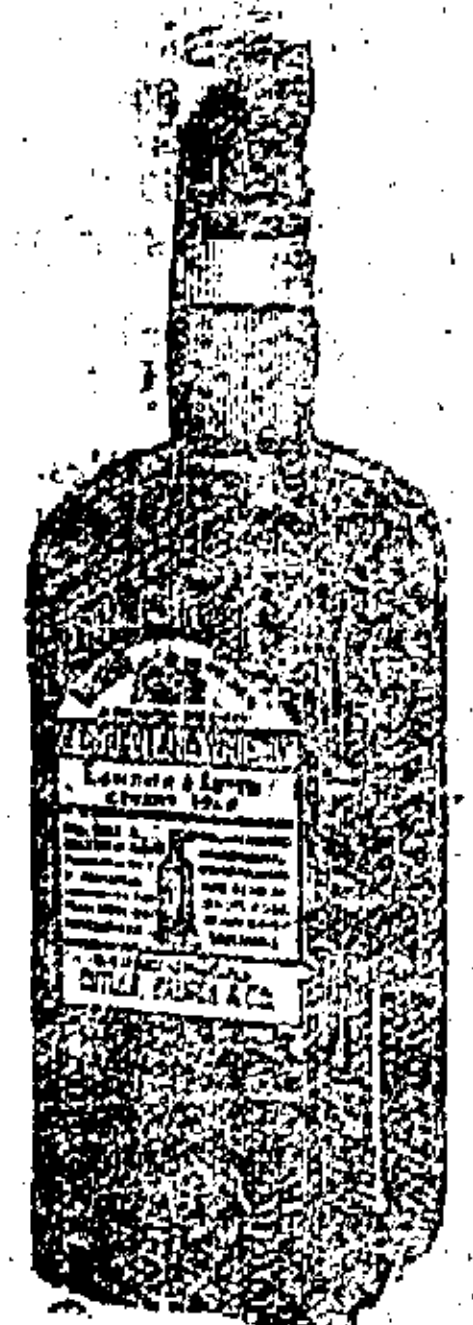
Hongkong, 2nd February, 1910. [151]

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## Take

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Superior to Emulsions or Cod Liver Oil.  
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is a remarkably short time, often a few days only, cures Rheumatism, Gout, Gravel, Sciatica, Neuralgia, etc., when medical treatment fails.  
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Cures chronic weakness, loss of energy and vitality.  
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## THE NIPPON YUSEN KAISHA.

## TWENTY-FIFTH ANNIVERSARY CELEBRATIONS.

## NOTABLE SPEECHES.

The Nippon Yusen Kaisha, or Japan Mail Steamship Company, the premier Japanese shipping organization and the best known throughout the world, celebrated the twenty-fifth anniversary of its establishment on the 15th inst. by a brilliant banquet in Tokyo. There were some 250 covers laid in the handsome dining-hall of the Sojoken, many prominent foreign residents of Japan, including the British Minister, being among those present.

## INTERESTING HISTORICAL SKETCH BY THE PRESIDENT.

Mr. R. KONDO, the President of the Company, addressing the guests, said:—

Your Excellencies and Gentlemen,—In commemoration of the twenty-fifth anniversary of the establishment of the Nippon Yusen Kaisha, the Directors have had the honor of inviting to a banquet those friends, both foreign and Japanese, with whom the Company has had close relations and to whose favour it owes no small part of its prosperity. It is a source of great gratification to us that so many distinguished persons have accepted our invitation, and have come to grace our board this evening, in spite of the cold and of the numerous business incidental to the close of the year.

Full twenty-five years have elapsed since this Company was formed on the first of October, 1885, by amalgamating the Union S.S. Co. (Kyoto Unyu Kaisha) and the Mitsubishi Mail S.S. Co. During that interval our Company has surmounted many difficulties and attained its present position. I beg, therefore, that you will spare me a few moments to sketch the connection now existing between the State of Japan and the work of the Nippon Yusen Kaisha. By way of preface it is a duty that I should refer to the general condition of the country's maritime carrying trade previous to the formation of this Company.

At the beginning of the Meiji era, when the Government was centralized, several smaller companies handed over their ships in their possession to the new Government. These vessels numbered 35 or 36, and their aggregate tonnage was 15,000 or 16,000 tons. With them a shipping Company was formed in the year 1871, under the name of first, the "Kaisho Kaisha," and afterwards, the "Yubin Kisen Kaisha"; the principal business of this Company being to carry, between Tokyo, Osaka and Kobe, rice received in payment of taxes. It was a pioneer shipping company of Japan. In 1874 a military expedition had been sent to Formosa, and to meet transport requirements, the Government purchased 18 steamers, and with those, as well as with 18 vessels previously chartered to the Yubin Kisen Kaisha, the Mitsubishi Mail S.S. Co. was established, the Yubin Kisen Kaisha being at the same time abolished. Thereafter the Mitsubishi Kaisha applied to the Government for assistance to purchase the Yokohama-Shanghai line of the Pacific Mail S.S. Co., as well as the four steamers employed by that Company on the service, together with the property at Shanghai. An annual subsidy of ¥250,000 was then granted by the Treasury to the Mitsubishi Kaisha, and this was the beginning of State aid to the maritime carrying trade in Japan.

In 1877 the Civil War in the South exposed the insufficiency of the Mitsubishi Kaisha's carrying capacity, and ten steamers were purchased which were chartered to the Government as transport. On the restoration of peace, the Mitsubishi Kaisha extended its operations not only in domestic waters but also in Chinese and Korean, thus furnishing to the people object-lessons in quickness and safety of steamship transit compared with sailing vessels.

In 1882 another shipping Company appeared upon the scene, namely, the "Kyoto Unyu Kaisha." The sphere of the Company's operations was practically the same as that of the Mitsubishi Kaisha, and such keen competition sprang up that a steamer passage between Yokohama and Kobe could be purchased for 25 sen, and the steamers, in their rivalry of speed, might sometimes be seen running with red-hot funnels. In short, a war was waged that could not fail to be fatal to one or other of the combatants. Unable to view this state of affairs with indifference, the Government urged the two companies to amalgamate, promising to the combined concern an annual subsidy of ¥800,000 for a period of 15 years. Thus, on October 1st, 1885, the Nippon Yusen Kaisha came into existence, with a fleet aggregating some 60,000 tons and plying in domestic waters, with foreign services to Shanghai and Vladivostok. After amalgamation a somewhat unfavourable state of affairs presented itself inasmuch as the severe competition previously engaged in by the two Companies had not allowed any time for the repair of their steamers, and, moreover, the coasting trade was still in an undeveloped condition in spite of the sea routes being practically the only means of conveyance at the time, owing to the railway being limited to small localities between Tokyo and Yokohama, and between Kobe and Osaka.

Thus the Company found difficulty in obtaining passengers and cargo, to fill even its comparatively small spaces of tonnage.

During 1891 and 1892 public opinion tended strongly to advocate extension of the maritime carrying trade into foreign waters as a means of promoting the prosperity of an insular country like Japan, and this view found expression in a representation made by the Lower House of the Diet in 1892. Thereafter the events of 1894 and 1895 caused the Government to recognize the necessity of extending foreign steamship services, and eventually Laws for the Encouragement of Navigation and of Shipbuilding were enacted in 1896. Before the promulgation of these Laws, the Nippon Yusen Kaisha had opened a Bombay service in November, 1895, and three other services to Europe, America and Australia were organized in 1896. The above four services constituted the pioneer ocean-going lines of Japan.

Although the Laws just referred to gave, in assistance to the maritime carrying trade, the Company, recognizing the advisability of organizing regular foreign services, applied to the Government for contracts on special mail lines. At the same time the Company increased its capital and ordered 15 steamers of 6,000 tons each for its European and American lines, and three steamers of 3,000 tons each for its Australian line. I venture to call attention to the courageous and unanimous approval of the

shareholders when such a project as an increase of capital from ¥3,800,000 to ¥22 millions was submitted for consideration. The Government also sanctioned the Company's application, and, in 1898, directed that mail lines should be started to Europe and America. Thus a fortnightly service of European liners and a four-weekly service of American liners was established in 1900, the newly-built steamers being placed on these lines as fast as they left the builders' hands.

Of course the progress of business on these ocean-going lines found many obstacles to contend against, but the experience garnered inspired us with confidence, and we obtained the support of passengers and of shippers of goods. I am thus in the happy position of being able to say that the Nippon Yusen Kaisha has come to rank with its senior foreign friends, and that it stands fifth in order among the shipping firms of the world. No words of mine are necessary to emphasize the comparison that exists between a fleet of steamers aggregating 60,000 tons, not uniform in shape and greatly lacking in accommodation, and a fleet of 230,000 tons and includes 5 vessels of 8,670 tons each. From the point of view of a commercial carrying agent it is noteworthy that whereas the foreign trade of Japan in 1895, the year before this Company opened its first regular ocean-going lines, aggregated ¥258 million yen and the share owned by Japanese steamers amounted to only 3 per cent., the foreign trade in 1909 totalled some 906 millions, no less than 45 per cent. of which was carried by Japanese steamers. I learn that the freight earned by Japanese steamers is not less than about 30 million yen yearly. That earned by the Nippon Yusen Kaisha alone is about 15 million, and when expenses and disbursements are deducted, it is calculated that some 5 or 7 millions annually remain to the Company and may be regarded as so much specie imported into the country.

I trust you will agree that the Nippon Yusen Kaisha has fulfilled its mission from the point of view of national economics, and has contributed somewhat to the prosperity of the State. As for the Company's assets I may mention, as proof of its healthy condition and prosperous development, that the original valuation of its properties, namely, 12 million yen, has now increased to 53 millions. I venture to affirm that the present prosperity of the Company is largely due to the aid given by the State and the sympathy shown by the public, foreign and Japanese, for which we beg to tender our heartfelt thanks. (Applause.)

## REPLY BY BARON GOTO.

Baron Goto, Minister of Communications, replied on behalf of the Japanese guests. After expressing the honour he felt at being included among the guests on such a memorable occasion, Baron Goto proceeded:—

It is needless to say that the Nippon Yusen Kaisha is the largest shipping Company in our country and that it is a maritime organization essential to Japan's national interests. Since the opening policy of the Meiji era was firmly established, the importance of maritime affairs has increased. Seas and oceans cover the large portion of the earth, and to bridge them absolutely essential in the interests of international communications, especially in the case of an insular Empire like Japan. Japan being a portion of the world is a part of the whole, and true peace can be hoped for only by constantly maintaining harmony between the maritime carrying trade of the whole. The maritime carrying trade would not doubt answer the purpose of preserving the harmony, always having a peaceful function.

As it is thus vitally important that our shipping trade should keep pace with the growth of our national welfare, the Imperial Government has considered that the enterprise of maritime transport is an all-important factor in enabling this Empire to enjoy permanent friendly intercourse with other Powers. Such being the case, the Government grants to the Nippon Yusen Kaisha, a large annual subsidy for achieving the above vital purpose by assisting the developing of the shipping trade.

As these facts have been clearly stated in the brief history of the Company just given by Mr. Kondo I need not add anything. The Government's attitude towards maritime transport is not only because Japan is an insular country, but also because she realizes that she occupies a position of importance in the world, and that consequently the importance attaches to her intercourse with all other parts of the globe. The success of this Company, I venture to say, is due to the fact that it recognizes itself to be a part of the State and at the same time the shareholders and officers of the Company have exerted themselves in that conviction.

In short, although the success achieved is due to the proper and able guidance and control of the Government, as well as the firm cooperation of the loyal shareholders, yet it is further noted that this success is a fruit of the spirit of national interests. I therefore recognize sincerely your services and highly appreciate them.

I am well aware that the Nippon Yusen Kaisha encountered many obstacles in the past, and that it has surmounted them with the aid of the Government, and that success is a present successful result. But success is a present successful result, and that success is a present successful result. But success is a present successful result, and that success is a present successful result.

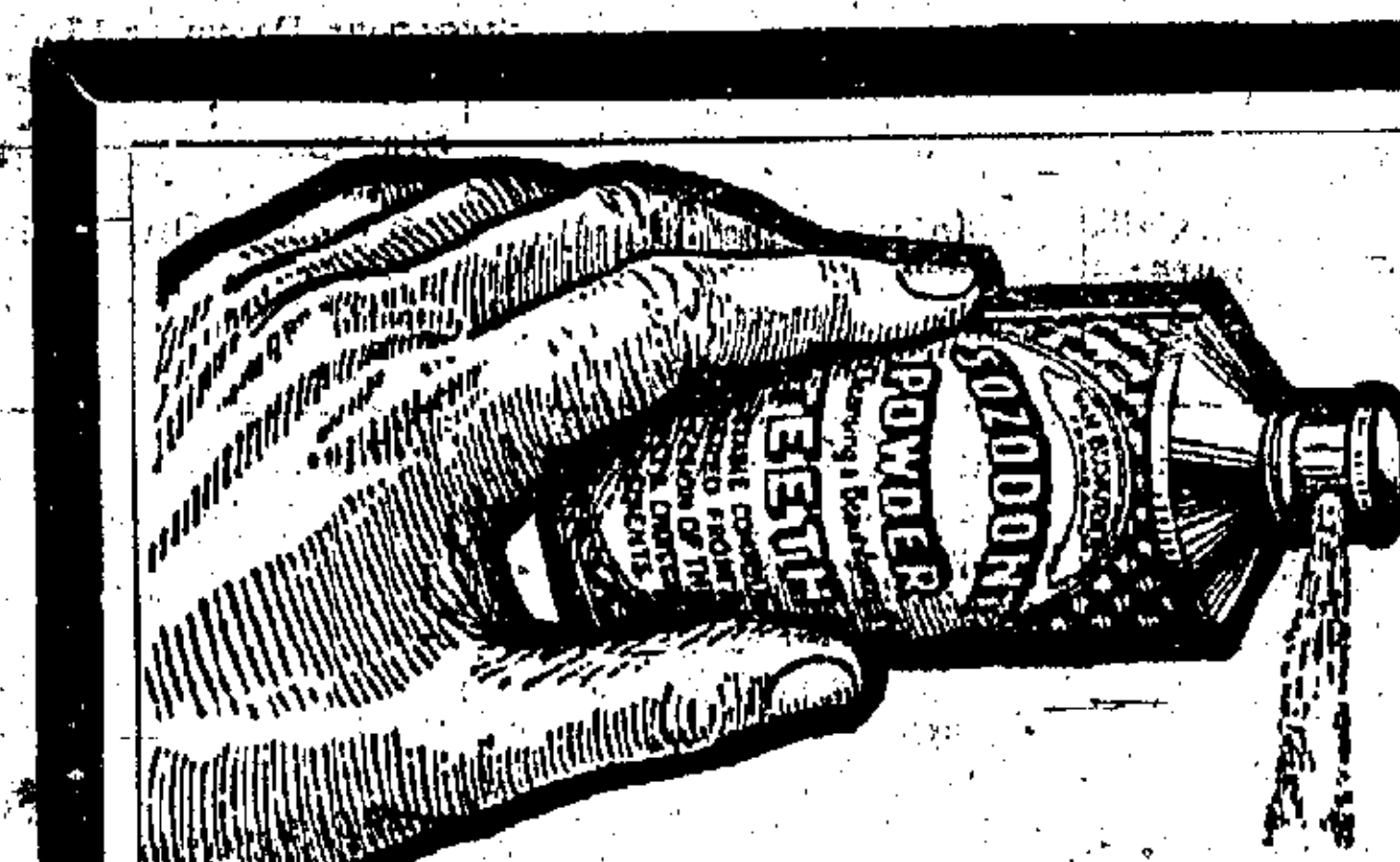
I hope that, having confidence in yourselves and not sparing your endeavours, you will do your best to enable the Company to fulfil its function of international intercourse, and that at the same time you will arrange for the perfect working of the Company's business with regard to domestic requirements, so that the State may realize its purpose in affording aid and assistance to the development of the shipping trade.

In conclusion, I beg to offer sincere congratulations for past success as well as best wishes for future and even more marked progress and prosperity. I have to renew my thanks for your kind invitation and for the attention you have paid to my address. (Applause.)

## REPLY BY BRITISH AMBASSADOR.

Sir CLAUDE MACDONALD, the British Ambassador, who replied on behalf of the foreign guests, said:—

Your Excellencies and Gentlemen,—I have been asked by our esteemed host to say a few words in response to the exceedingly interesting and instructive speech which he has made to us this evening. It gives me great and sincere pleasure to do so, because my own personal relations with the Company and its President have always been most cordial and friendly,



## See the idea?

It is good: it is simple. You take as much powder as you want. No more—no less. Far more convenient—more hygienic than the ordinary tin. No

taking off the lid and spilling the powder—no dipping your brush in the tin and wetting and contaminating the whole contents.

And it costs no more than you pay for ordinary tooth powder in an ordinary tin.

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which YIELDS A BEVERAGE OF MUCH GREATER NUTRITIVE VALUE THAN ORDINARY COCOA, was found to contain Phosphorus equal to 232 per cent.

—British Medical Journal, 19th Feb., 1910.

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and also because the Company has in many ways been connected, and enjoyed close relations, with the citizens of the Empire which I have the honour to represent in Japan.

You have heard from the lips of your honoured host a graphic description of the life of the Company for the first quarter of a century of its existence, and those who have listened to the speech have doubtless noted that all has been peace and good will. There have been no wars and no bloodshed, no great and great anxiety, but those obstacles have been surmounted, and I am sure we all admire the patient and unremitting work, the discipline and good sense which have made from microscopic beginnings a great company, the Nippon Yusen Kaisha, ranking sixth amongst the mighty ocean-carriers of the world.

Gentlemen, I have used the words "good sense," advisedly, because the Company has had the good sense to utilize the brains and knowledge of the citizens of other maritime Powers, some of whose representatives I see here to-night, whose ships had sailed the seas for many quarters of a century previously. The services of these citizens, on shore and afloat as executive officers, captains, engineers, advisers, managers, which has always in the most generous and upright manner recognized the same.

Speaking as an Englishman, I am proud to think that so many of my countrymen have helped to make this great Company what it is, not only by giving of the best that was in them during their lives, but when occasion called, by laying down their lives in the service of the Company they loyally served. (Applause.)

President KONDO made a brief reply acknowledging the Director's recognition of the justice of these remarks, which practically ended the proceedings.

The brilliant affair, which broke up about ten o'clock, will long be remembered by those privileged to be present. Each guest was presented with a handsome silver box bearing a representation of the Company's "one-flag of red and white stripes, dove in enamel, and tied with cords of the same colour—a beautiful keepsake of a notable occasion.

## THE DEADLY RUSH!

What a raging, tearing, bustling age we live in—motor cars, locomotives, flying machines! A moment from the cradle to the grave, we rush through life at express speed, flying here and there, working like the steam engines, and bolting our meals! Of course, we have to pay for this deadly rush, and we pay for it with all kinds of troubles, of which the greatest is indigestion! Your stomach, though the machine you put upon it, loses its ability to do its work thoroughly. Then, instead of your food being digested, and turned into blood to repair the waste of your body, it soars in the stomach and creates gases which poison your blood, lower your vitality and create disease. Indigestion is at the root of all such troubles as pains after eating, loss of appetite, furred tongue, headaches, biliousness, sleeplessness, constipation and "nerves."

If you want to cure and prevent such troubles as these, take Mother Seigel's Syrup daily, after meals, and all will be well. The Syrup enables your stomach to do its work properly, and it also gently stimulates the action of the liver and bowels. Thus it aids digestion, makes food nourish you, cleanses your blood, and gives you health and vigour. Mother Seigel's Syrup, the health remedy, is made of an unique combination of curative extracts of roots, herbs and leaves which have a more beneficial action on the organs of digestion than any other medicine known.

On April 7th, 1910, Mr. H. C. Green, 17, Kasagar Road, Plumstead, S.E., said:—"About 9 months ago I was seized with terrible pains in my stomach. Two doctors pronounced my case as acute indigestion. I took their medicine, but it caused constipation, and I was compelled to physic myself to obtain relief. I could not rest at night, and would wake up in the morning with a tired feeling and a nasty taste in my mouth. I fell away to a shadow. After four bottles of Mother Seigel's Syrup, my troubles entirely left me, and I have had no return of them since."

If you have any form of stomach or liver disorder, Mother Seigel's Syrup will just as surely and permanently cure you. Put it to the proof—to-day!

## NOTICES TO CONSIGNEES

"GLEN" LINE OF STEAMERS.  
NOTICE TO CONSIGNEES.

FROM ANTWERP, MIDDLEBORO, LEITH, HULL, LONDON, AND SINGAPORE.

## THE Steamship

"GLENLOCHY."

Captain E. J. Steward, having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Company, Limited, Kowloon, and stored at Consignees' risk and expense.

Optional Cargo will be carried on unless instructions are given to the contrary before 1 P.M. TO-DAY.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on SATURDAY, 31st inst. at 10 A.M. All Claims must be presented within fifteen days of the steamer's arrival here, after which date they cannot be recognized.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 1st Jan. will be subject to rent.

No Fire Insurance has been effected. Bills of Lading will be countersigned by SHEWAN, TOMES & Co., Agents.

Hongkong, 26th December, 1910. [1435]

## SWEDISH EAST ASIATIC CO., LTD., GOTHENBURG.

## NOTICE TO CONSIGNEES.

## THE Steamship

"NIPPON."

having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the Hazardous and/or Extra Hazardous Godowns of the Hongkong and Kowloon Wharf and Company, Limited, Kowloon, and West Point Godowns, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 30th inst. will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 30th inst. at 9.30 A.M.

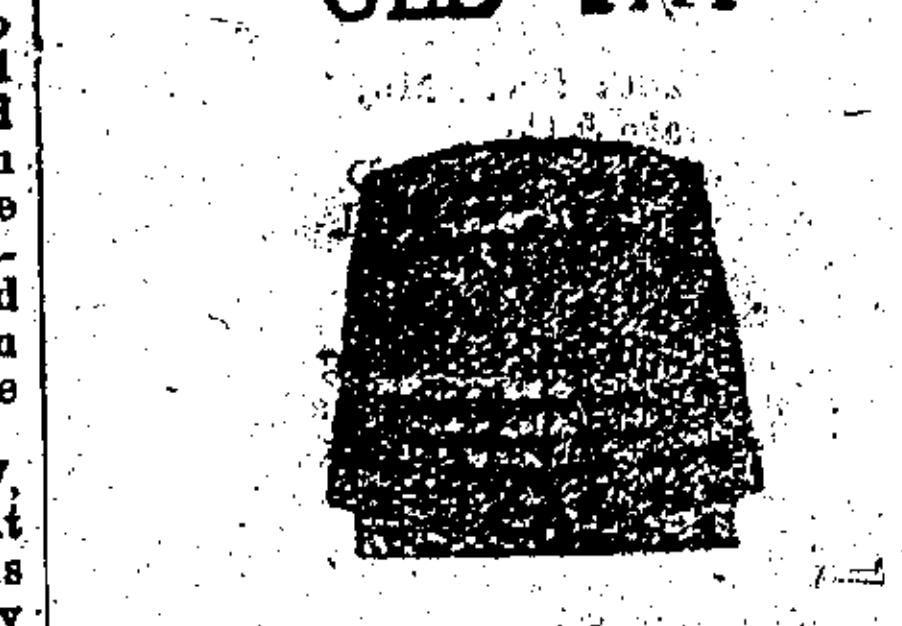
All Claims must reach us before the 3rd Jan., or they will not be recognized. No Fire Insurance will be effected. Bills of Lading will be countersigned by the Undersigned.

OLEOF WILK & CO. CHINA AGENTS AKTIEBOLAG, Agents.

Hongkong, 2nd December, 1910. [1440]

## AS SUPPLIED TO THE HOUSE OF LORDS AND HOUSE OF COMMONS

## THORNE'S OLD VAT



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SOLE AGENTS IN HONG KONG, CHINA & MANILLA.

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Virago, torpedo-boat destroyer, 395 tons, 6 guns  
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STEAMERS.

**SPECIAL BLEND WHISKY**

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**SPECIAL BLEND WHISKY.**



**SHIPPERS**

**Cutler, Palmer & Co., London.**

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**SIEMSSSEN & CO.,**

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For Demand Drafts on London on the day of proceeding the departure of the English Mail; also Table of the Yearly Approximate Averages for 36 years

From 1874 to 1909.

Price \$2 Cash. On sale at the "DRESS" Office, or Local Booksellers.

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Torpedo, despatch-boat, 700 tons, 4 guns,  
 2,000 i.h.p., Asst.-Comdr. P. H. Not-  
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 Astraea, 2nd class cruiser, 4,360 tons, 10 guns,  
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 Comdr. B. G. Washington, Shanghai.  
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 Cadmus, British sloop, 1,070 tons, i.h.p. 1,400,  
 i.d. Comdr. H. Lyness, Shanghai.  
 Cherub, water tank and tug, 320 tons, i.h.p. 3,  
 400 h.p., W. Smith, Hongkong.  
 Clío, British sloop, 1,070 tons, i.h.p. 1,400,  
 Comdr. H. R. Vesle, Hongkong.  
 Fame, torpedo-boat destroyer, 340 tons,  
 guns, 5,700 i.h.p., Lt.-Comdr. Adair-H.  
 Hongkong.  
 Flora, 2nd class cruiser, 4,360 tons, 10 guns,  
 7,000 i.h.p., Captain J. Nicholson,  
 Shanghai.  
 Hardy, torpedo-boat destroyer 295 tons, 6 guns,  
 4,000 h.p., Lieut.-Comdr. B. J. D. G.  
 V. C., Hongkong.  
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 Hongkong.  
 Janus, torpedo-boat destroyer, 320 tons, 6 guns,  
 3,900 h.p., Lt.-Comdr. G. C. Heath-  
 Hongkong.  
 Kent, armoured cruiser, 9,800 tons, 14 guns,  
 i.h.p. 22,000, Capt. S. St. J. Farqu-  
 Hongkong.  
 Kinshla, river gunboat, 615 tons, i.h.p. 1,200,  
 Lieut.-Comdr. T. J. S. Lyne, Yangtze.  
 Marlin, surveying ship, 1,070 tons, 6 guns, 1,400  
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 Minerva, armoured cruiser (Yangtze)  
 Admiral Sir A. L. Wilsie, K.G.  
 C.M.G.C. (14,630 tons, i.h.p. 27,000)  
 Asst.-Capt. A. Lowndes, Hongkong.  
 Monmouth, armoured cruiser, 9,800 tons, 14  
 guns, 22,000, Captain H. L. P. Heard, Hongkong.  
 Moorhen, river gunboat, 180 tons, 2 guns,  
 i.h.p. 800, Lieut.-Comdr. G. P. Leitch,  
 West River.  
 Newcastle, 2nd class cruiser, 4,800 tons, 10 guns,  
 Captain George P. E. Hunt, D.S.  
 Singapore.  
 Nightingale, British sloop, 85 tons, 240 i.h.p.,  
 Lt.-Comdr. Claude Hilliersden-Woodward,  
 R.N., Yangtze.  
 Otter, torpedo-boat destroyer, 385 tons, 6 guns,  
 6,300 i.h.p., Comdr. Lambie, Hongkong.  
 Robin, river gunboat, 85 tons, 2 guns, 240 i.h.p.,  
 Lt.-Comdr. Cosmo A. O. Douglas, Hong-  
 kong.  
 Sandpiper, river gunboat, 85 tons, 2 guns,  
 i.h.p., Lt.-Comdr. E. J. J. South-  
 West River.  
 Snipe, river gunboat, 85 tons, 2 guns 240 i.h.p.,  
 Lieut.-Comdr. John Mitchell Barker, Yang-  
 tze.  
 Taka, torpedo boat destroyer, 305 tons, 11  
 guns, 6,000, Gunner E. J. Tello, R.N., Hong-  
 kong.  
 Taurus, receiving ship, 4,650 tons, 6 guns,  
 Commodore Eyles, Hongkong.  
 Teal, river gunboat, 180 tons, 2 guns, i.h.p. 800,  
 Lieut.-Comdr. R. J. Buchanan, Yangtze.  
 Thistle, gunboat, 710 tons, 900 h.p., Lt.  
 Comdr. M. B. Baillie-Hamilton, Shang-

Shamrock, armored cruiser (flagship),  
114 tons, 52 guns, 25,000 h.p., Captain  
Zar-S-Mines  
Taken, destroyer, 18 tons, 4 guns, and 2 torpedoes  
(1111) h.p., K. Yamashita Kolbe  
(His) Bertram  
Corbett, boat "ug," Captain Lord, Haydon  
Flyer, gunboat, 900 tons, 10 guns, 1,300 h.p.,  
Captain, R. Kus  
Tisham, gunboat, 170 tons, 5 guns, 1,300 h.p.  
Captain Ross  
Vatovani, gunboat, — tons, 8 guns, 500 h.p.  
Captain Toussaint

ITALIAN.  
Calabria, protected cruiser, 2,428 tons, 26 guns,  
4,000 h.p., Captain Mariis Gasparova di  
Jorjoroh  
Fuglia, protected cruiser, 2,413 tons, 25 guns,  
7,000 h.p., 140 tons Gussali Vignoli Mar-  
cello Lorusso

PORTUGUESE.  
Patric, gunboat, 740 tons, Captain J. Affonso  
Ri-ba D. Amelia, cruiser, 1,630, tons, Captain  
O. Lima  
Vasco da Gama, cruiser, 2,032, tons, Capta  
Augusto Jose da Almeida

SPANISH.  
Albany, cruiser, 3,000 tons, C. S. Williams.  
Araya, gunboat, 1,000 tons, Comdr. Mat H  
Singer  
Balmaceda, destroyer, 7 guns and 2 torpedoes  
taba Rudin Lloyd W. Townsend  
Barry, destroyer, 420 tons, Eas. Edmund S.  
Kest  
Callio, gunboat, 214 tons, Eas. J. R. Morrison  
Clarendon, cruiser, 3,200 tons, Commander  
High, 200 tons, Shanghai  
Champlain, built, 190 (flagship) 970, tons,  
53 guns, 21,000 h.p., Comd. John H.  
Gibbins, Shanghai  
Chatsworth, cruiser, 3,200 tons, Commander  
John D. McDonald, Shanghai  
Chauvin, destroyer, 420 tons, Eas. I. N.  
McNair  
Dale, destroyer, 420 tons, Lieut. Herbert H.  
Dana, cruiser, 3,200 tons, Comr. Edward E.  
Coughlin, Shanghai  
Galveston, cruiser, 3,200 tons, Commander  
John A. Hoagwaff, Manila  
Helmia, built, 1,332 tons, Comdr. Reuben  
O. Butler, Shanghai  
Wind rose, cruiser, Lieut. George M. Bism  
Moline, (monitor ship), Commander G. R.  
S. Hobbs, gunboat, 4,000 tons, Lt. D. W. Todd  
Oongip  
Nassau, cas. sort, 1,577 tons, W. D. Parleaux  
New O. cas. cruiser, 3,430 tons, Comr. Roger  
W. Lee  
New York, cruiser (flagship), Comdr. J. P.  
Jayne  
Paraguay, gunboat, Ensign Roy L. Lowman  
Panay, built, 1,960 tons, James D. Linnet  
Pompeo, 1,25 tons, 160 h.p., Eas. Keene  
Rainbow, cruiser, 6,026 tons, Commander A. C.  
Levi  
Samy, gunboat, Ensign W. C. I. Stiles  
Sharf, 125 tons, 160 h.p. Ensign Theodore G.  
Ellis  
Villalobos, gunboat, 370 tons, Lt. A. Andrews  
Wilmington, gunboat, 1,890, Comdr. G. R.  
Salsbury Hongkong



## GOLF AND GOLFERS.

## PROBLEM OF STANDARDISING THE BALL.

Mr. Henry Leach, writing in *The Standard*, says:

When the professionals had their final tournament of the season, nearly two months ago, there was much talk about the possibility of standardising the rubber-cored ball, and Willie Park made a suggestion to the effect that no ball that did not float in water should be allowed for play, not so much, presumably, because it would not float, as that it failing to do so indicated a specific gravity which was in favour of a longer flight than had been customary with rubber-cored balls. The suggestion did not receive much encouragement from players generally or from the critics. We have been having various discussions upon standardising the ball off and on for the past four or five years, but generally they have been brief and vague, for such standardisation has seemed to be utterly impracticable, and all the time there has been a feeling that we were getting near to the end of the process of perfecting this ball, and that when finally it was reached, there would be no more balls made that would travel further than all their predecessors, there would be an end to all grumbling and fear in the matter. But each season has seemed to put a few more yards on to the ball.

CLUB COMMITTEES' FEARS.—Until just lately it has been done by improving the interior construction, but the possibilities in this direction have been exhausted, the manufacturers have turned their attention to experimenting with the size, the specific gravity, and the nature of the marking. It now appears that they have found something at last which is likely to upset all calculations about an exact finality, and most seriously disturb the peace of mind of committees of clubs who have the dread vision before them of all their long holes being reached with a drive and an iron by even moderate players, and so the conclusion is arrived at that the 6,000 and more yards that they had in their yards are not enough. Having some idea about what was going on in certain parts of the golfing country I communicated with a certain amateur player of the very highest standing, who had been a witness to it, and he answered me thus: "I saw a professional carry 220 yards a week. With the same wind a 260 yards carry was done by him. Another professional (named) did 260 and 280 yards carries on to a green over before driven, at the top of a steep hill flanked by grass. This was a fine carry. I did a 180 yards carry with a mid-iron, playing against a wind that was strong enough to stop the ball running more than from five to ten yards, although the ground was hilly. The hole is on a cliff edge, and it is all carry. A mid-iron is not much lifted, but it is not quite a driving iron."

Now we may accept this statement as being quite reliable, and, doing so, we must at once see that a most serious state of affairs has arisen. If these things had happened during the competition season there would have been something in the nature of a panic; as it is, there is time to think the matter over quietly before the beginning of next season. It is quite clear that the ball and the others that will soon be made like it will upset all the holes on all the courses and make the bunkering all wrong again. It does, in fact, appear that it will cause a dislocation of the game greater than anything we have known since the rubber ball first came in, and once more everybody will begin to say that "something must be done," but what it is that should be done, is more than anybody can say. Elementary thoughts, of course, turn upon the subject of standardisation, but what is it that is going to be standardised? A little while since somebody said that it would be a good thing to make a new rule that if the rubber ball was played with on ordinary occasions the gully should be used in championships and all other competitions and matches of the first importance.

A SEVERE HANDICAP.—That, however, would not get us out of our difficulties. The great majority of the competitors for the amateur championship in these days are men who have been trained up in their golf with the rubber-cored ball, and they would revolt against any insistence that the other one should be used in the championships. How could they revolt? It might be asked, if the rule were made by the governing clubs. Well, I doubt if such a rule would be made by the governing clubs, who are many in number, and in several cases are less for the championship than for the game in general; but if they did so one who is acquainted with a certain under-current of feeling that exists among the general rank and file of competitors would ask the question as to how they might revolt. It would be clearly unsatisfactory in every sense for men to be playing the game with one kind of ball nearly all the year round and then be asked to play with something entirely different and more difficult to manage in the championship. Then, if anybody thinks that the making of such a rule would tend to induce competitors and aspiring competitors to play with the gully always, and at the same time exercise by example an influence upon the ordinary players to the same end, they are surely mistaken. There are two factors of overwhelming importance in this consideration, one being the constant desire of the player to hit as far as it is possible to hit a ball with a golf club—the yearning for length, and more length—and the other being the fact that the rubber ball is vastly more pleasant to play with. These considerations put the possibility of a partial or general reversion to the gully ball which seems to be the only possibility in standardisation—entirely out of the question, unless, by a supreme effort of authority, a general edict that it must be so were issued.

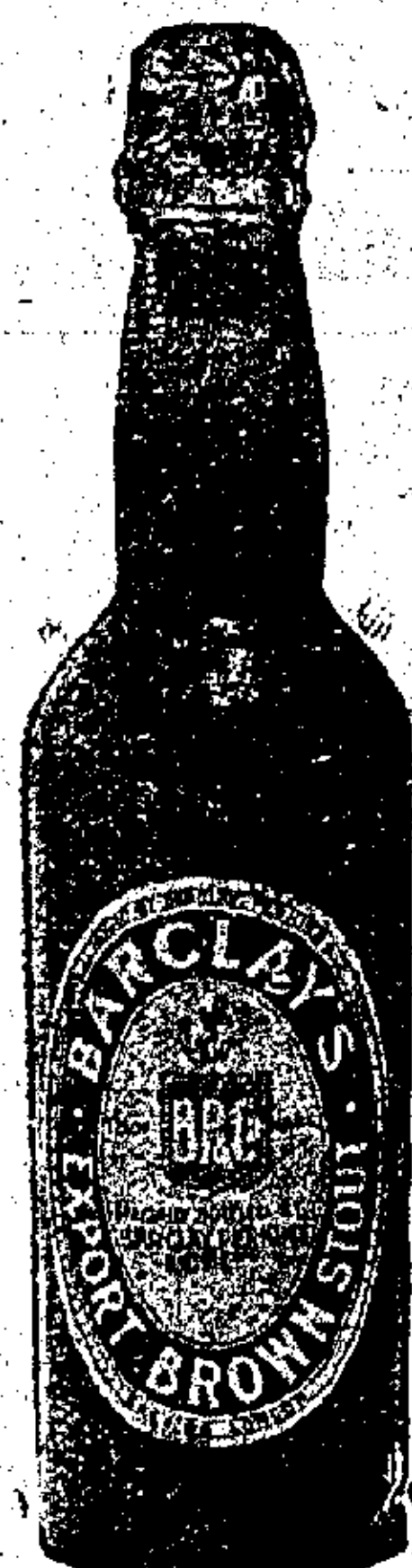
And even if such an edict were issued by such ruling authority as we have at the present time, would it be obeyed? I am sure it would not, and sure that the rubber balls would continue to be played with so long as the manufacturers made them, and they may be depended on to continue doing so. If there is no possibility, then, of standardising the gully in this way, how can the rubber ball be standardised now so as to prevent any more improvements from being made in it to the end that greater length may be given to the drive? Such a scheme seems to be as impossible as the other. The suggestion has been made that a ball should be standardised that consisted of a solid rubber core covered with gutta-percha, core and cover being of specified size and weight and the complete ball the same. Such a ball would give satisfaction to nobody, and a ball would be very little better than the gully. Then, with the balls as they are, no such depends on the winding of the core, the tension of the thread, and the general details of construction that it is impossible to lay down rules as to how they are to be made and what they are to be made of, and make sure that such rules are carried out. You do not know what is inside a ball until you cut it open, and when you have done that you can no longer play with it. The manufacturers could give a guarantee that certain balls were made according to official directions, but something might go wrong with this guarantee, and when a player had won a competition and the ball he had played

with were then cut open by the committee to see that it was all right—a procedure which would be too ridiculous, but would still be the only one to ensure that the proper and legalised game was being played—and it was found to be all wrong the player would have to be disqualified for a fault for which most likely he was in no way responsible.

DIFFICULTIES OF THE PROBLEM.—And again, if a player starts with a proper ball and finishes with one, is an official to follow him round the course to see that he plays all the holes with that and with no other? Ideas such as these only indicate the difficulties of the problem, and the one conclusion is to be arrived at is that the only way to standardise is for some governing authority to make all the balls that golfers are to play with—and this also is impracticable!—or that they are to give licences to manufacturers who guarantee in some very thing according to the specification applied to them. Even if this were done, you would have players still sighing for greater length than the official ball yielded them; and then there would be manufacturers, as at present, coming out with something to do it with, and golfers would agree between themselves that in their matches they would use the pirate balls. This suggestion is at the base of the difficulties of the situation; that the average golfer has no regard for authority—and there is no apparent reason at present why he should have. He knows a game of golf which is the kind of thing he most likes to play, and he is going to play that game. What will be the outcome of the situation it is impossible at the present time to say. One thing that is clear is that if matters are allowed to drift the game will soon be brought to a state of chaos, and another is that we have no authority that is properly capable of dealing with the situation.

Something in the nature of a big commission that will carry out a thorough investigation of the whole business from beginning to end and make the best suggestions of which it is capable after doing so is urgently necessary, and this commission should embrace not only such as the championship authorities and some of the leading golfing dignitaries of St. Andrews, but capable representatives of the general golfing public, secretaries of many clubs, leading professional players and manufacturers. It is only by combined and thorough investigation of this kind that any good result can be achieved, and the serious danger which is threatened averted. Mr. John Low and the few who were with him must feel how thoroughly their attitude has since been justified when, on the first introduction of the rubber ball, they fought strenuously against it. But it is now too late for any regrets in this connection, and apart from that it is still the fact that the rubber ball has made the game pleasurable for the majority to play, and has most certainly had much to do with the vast increase in the popularity of golf in recent times. These who consider themselves to be at the head of golf are following at this time a comfortable policy of *laissez faire*. This will not do. The danger is serious and imminent.

## BARCLAY, PERKINS' FAMOUS LONDON STOUT.



SOLE AGENTS FOR CHINA: DADY-BURJOR & Co. Wholesale Wine & Spirit Merchants. 1037

## HONGKONG TIDE TABLE.

From December 30th to January 5th, 1911.

High Water.		Low Water.	
Day	Time	Day	Time
30	11.55	31	11.55
31	11.55	1	11.55
1	11.55	2	11.55
2	11.55	3	11.55
3	11.55	4	11.55
4	11.55	5	11.55
5	11.55	6	11.55

## HONGKONG METEOROLOGICAL REGISTER.

Hongkong Observatory, December 29th.

	Previous Day	On Date	On Date
	at 4 p.m.	at 10 a.m.	at 4 p.m.
Barometer	30.23	30.23	30.12
Temperature	64	66	62
Humidity	66	49	52
Wind Direction	East	SE	E
Force	2	1	3
Weather	b	b	b
Rain	—	—	—

Highest open air Temperature on 28th 71  
Lowest open air Temperature on 31st 59

## NOTICE TO THOSE INTERESTED IN CIVIL ENGINEERING WORK.

THE FOLLOWING SURPLUS MATERIAL FROM CONSTRUCTIONAL WORK AT THE

### TAIKOO DOCK, HONGKONG

IS NOW FOR SALE.

Portable Locomotive Boilers and Engines.  
Marine Boilers Complete.  
Vertical Steam Engine, Rope Drive.  
"Plenty" Engine and Dynamo.  
Vertical Feed Denkey.  
Portable Stone Breaker and Auto Screening and Loading Machine.  
Stone Crushers.  
Cement Mixer.  
Pulveriser Pumps.  
Duplex Steam Pumps.  
Duplex Feed Pump.  
Don't's Acting Pump, single Cylinder.  
Ballast Pump.  
Hercules Pump.  
Gwynne's Pump.  
Plunger Pump.  
3 Throw Ram Pump.  
Single Centrifugal Pump with Engine.  
Single Centrifugal Pump with Palloys and Shafting.  
Double Centrifugal Pump with Palloys and Shafting.  
Centrifugal Pump with Palloys.

Enquiries and offers should be addressed to the undersigned, who will be pleased to supply further particulars if necessary.

BUTTERFIELD & SWIRE,  
HONGKONG, CHINA AND JAPAN.  
[1137]

Hongkong, 3rd October, 1910.

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FOR  
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## NORDDEUTSCHER LLOYD BREMEN IMPERIAL GERMAN MAIL LINES.

FOR	STEAMERS	TONS	TO SAIL
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	"BUELOW"	16,900	About 30th December.
MANILA, YAP, MARON, NEW GUINEA, SAMARAI, BRISBANE, SYDNEY & MELBOURNE	"GOEBEN"	Capt. H. ROEMER, 6,750	Saturday, 31st Dec., at D'light
KOBE & YOKOHAMA	"PRINZ WILHELM"	6,100	About 10th January.
NAPLES, GENOA, ALGIERS, GIBRALTAR, SOUTHAMPTON, ANTWERP & BREMEN	"GOEBEN"	Capt. G. BOITZ, 17,300	Wed., 11th Jan., at Noon.
KUDAT & SANDAKAN	"BORNEO"	5,050	Middle of Jan.

All the Steamers of the European Line are fitted with Wireless Telegraphy. New System of Telefunken.

For Further Particulars, apply to  
NORDDEUTSCHER LLOYD,  
MELCHERS & Co.,  
GENERAL AGENTS HONGKONG & CHINA.

Hongkong, 29th December, 1910.

## PASSENGER SEASON 1911.

## IN 25 DAYS TO ITALY BY THE MAGNIFICENT N.D.L. LINERS:

"PRINCESS ALICE"	20,300	ON MARCH 22ND.
Capt. P. GROSCHE		
"LUETZOW"	17,300	ON APRIL 5TH.
Capt. B. WILHELM		
"KLEIST"	17,000	ON APRIL 19TH.
Capt. O. FAHRNE		

CALLING AT NAPLES, GENOA, ALGIERS, GIBRALTAR AND SOUTHAMPTON TO LAND PASSENGERS.

All the Steamers of the European Line are fitted with Wireless Telegraphy. New System of Telefunken. Early booking recommended.

For Particulars, apply to

MELCHERS & Co.,  
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Hongkong, 10th November, 1910.

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STEAMSHIP TONS CAPTAIN TO SAIL

Through Bills of Lading issued to Pacific Coast Points and all Eastern Canadian and United States Ports. For through rates of Freight and further information, communicate with or apply to

FRED J. HALTON,  
AGENT

[1228]

## PENINSULAR & ORIENTAL STEAM NAVIGATION CO.

HOMEWARD PASSENGER SEASON 1911.

PROPOSED SAILINGS OF MAIL STEAMERS

### MARSEILLES AND LONDON.

TAKE PASSENGERS ALSO FOR COLOMBO, INDIA, AUSTRALASIA, EGYPT, BRINDISI, &c. THROUGH TICKETS ISSUED TO BOSTON AND NEW YORK.

STEAMERS to COLOMBO	Leave HONGKONG	Connecting Steamers from COLOMBO to MARSEILLES & LONDON	Due MARSEILLES - (Brindisi 2 days earlier)	Due PLYMOUTH (London 1 day later)		
Steamer	Tons	1 P.M. SATURDAY	Steamer	Tons	SATURDAY	FRIDAY
DELHI .....	8000	February 4	MANITUA .....	11000	March 4	March 10
ARCADIA .....	7000	February 18	MALWA .....	11000	March 18	March 24
ASSAYE .....	7500	March 4	MACEDONIA 10500		April 1	April 7
MARMORA .....	10500	March 18	(Through Steamer calling at BOMBAY)		April 15	April 21
DEVANHA .....	8000	April 1	MOLDAVIA .....	10000	April 29	May 5
DELHI .....	8000	April 15	MONGOLIA .....	10000	May 13	May 19
ASSAYE .....	7500	April 29	MOREA .....	11000	May 27	June 2
DELTA .....	8000	May 13	MOOLTAN .....	10000	June 10	June 16

Passengers change Steamers at COLOMBO, and those for BRINDISI transfer also to the Express Mail Steamer at PORT SAID. Accommodation in the connecting Steamer from COLOMBO is definitely reserved in Hongkong or at the time of Booking.

FARES TO LONDON (Including Surtax):  
1st SALOON £71.10 SINGLE. £106.14 RETURN.  
2nd " £48.8 " £72.12 "

IN ADDITION TO THE ABOVE MAIL STEAMERS INTERME DATES (NON-TRANSHIPMENT) STEAMERS WILL LEAVE FOR LONDON

CARRYING SALOON PASSENGERS AT REDUCED RATES. PROPOSED SAILINGS:

STEAMERS	Leave	Due
	HONGKONG	LONDON
	Tonnage	about
• SUNDIA	4700	January 25
• NUBIA	5900	February 8
• SYRIA	6660	March 8
• NORE	6700	March 22
• PALAWAN	4700	April 5
• BORNEO	4600	April 19
• SICILIA	6700	May 3
• SUMATRA	4600	May 31
• NILE	6700	June 14

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FARES TO LONDON (Including Surtax):  
1st SALOON £55.0 SINGLE. £82.10 RETURN.  
2nd " £38.10 " £57.4 "

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PROPOSED SAILING FROM HONGKONG. (SUBJECT TO ALTERATION.)

STEAMERS	Tons	SATURDAY	SAILING DATES
• NIPPON MARU	11,000	"	31st Dec., at 1 P.M.
• SIBERIA	15,000	"	7th Jan., at 1 P.M.
• MANCHURIA	27,000	"	21st Jan., at 1 P.M.
• CHIYO MARU	21,000	"	28th Jan., at 1 P.M.
• MONGOLIA	27,000	"	15th April, at 1 P.M.
• TENYO MARU	21,000	"	23rd April, at 1 P.M.
• KOREA	18,000	"	SATURDAY, 12th Feb., at 1 P.M.

\* Twin Screws. † Triple Screw Steamer. ‡ Via Manila.

All Steamers are Equipped with Wireless Telegraphy.

THE S.S. "NIPPON MARU" will be despatched for SAN FRANCISCO via SHANGHAI, NAGASAKI, KOBE, YOKOHAMA and HONOLULU, on SATURDAY, 31st December, at 1 P.M.

FARES: HONGKONG TO LONDON £71 10s. 0d. RETURN, SIX MONTHS, £120; 24 MONTHS, £125; INCLUDING BERTH AND MEALS ACROSS AMERICA.

SPECIAL RATES (First Class Only) Granted upon Application.

To European Points: Officials of any European Naval, Military, Diplomatic, Consular and/or Civil Services located in Asia, to European Officials in the Service of the Governments of China and Japan. To United States Points: Commissioned Officers of the United States Army, Navy, U.S. F.H. & M.H. Service, U.S. Consul Generals, Consuls and Vice-Consuls stationed at Ports of Call. To United States and Canadian Points: Members of the Naval, Military, Diplomatic and Consular Officials of the Governments of China and Japan. These Special Rates apply when travelling at their own expense and to their families. To all points: —Missionaries and their families.

#### INTERMEDIATE SERVICE.

CHINA.....10,200 Tons.....SATURDAY, 14th Jan., at 1 P.M.

ASIA.....9,500 Tons.....SATURDAY, 4th Feb., at 1 P.M.

THE S.S. "CHINA" will leave for SAN FRANCISCO via SHANGHAI, NAGASAKI, KOBE, YOKOHAMA and HONOLULU, on SATURDAY, 14th January, at 1 P.M.

On the Five MAIL Steamers, ASIA and CHINA, FIRST CLASS.

SALOON SERVICE is furnished at Intermediate Rates.

FARES, HONGKONG TO LONDON via Canadian Atlantic Ports. £43.

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FRED J. HALTON, AGENT.

[1231]



## SHIPPING.

## ARRIVALS.

DOBLIN, German str., 3150, H. Raegener, 29th Dec.—Yokohama 22nd Dec. General.

DAIJI MARU, Japanese str., 846, H. Murayama, 29th Dec.—Tamsui, Amoy and Swatow 28th Dec. General—Osaka Shosen Kaisha.

DOVRE, Norwegian str., 733, Stokke, 28th Dec.—Manila 24th Dec. Ballast—Aagaard, Thorsen & Co.

FEUKA MARU, Japanese str., 3137, S. Kuma-waki, 29th Dec.—Wakamatsu via Mei 23rd Dec. Coal—Mitsui Bishi Goshi Kaisha.

HOLSTEIN, German str., 1103, D. Hoak, 28th Dec.—Coal and Rice—Order.

HOPKINS, British str., 1355, J. M. Hey, 28th Dec.—Haiphong 25th Dec. General—Jardine, Matheson & Co.

HUNAN, British str., 1431, Scott, 28th Dec.—Swatow 27th Dec. Ballast—Butterfield & Swire.

KALANG, British str., 29th Dec.—Canton.

MEFOO, Chinese str., 29th Dec.—Canton.

MINAN, French str., 5399, Dorio, 29th Dec.—Suez 24th Dec. General—Butterfield & Swire.

MEXICO MARU, Japanese str., 3759, N. Kobayashi, 29th Dec.—Yokohama via Japan 26th Nov. General—Osaka Shosen Kaisha.

PELEMACUS, British str., 1320, Frazer, 28th Dec.—Suez 22nd Dec. General—Butterfield & Swire.

TUNGSHING, British str., 1172, Hussey, 29th Dec.—Chinkung 24th Dec. General—Jardine, Matheson & Co.

WAKAMATSU MARU, Japanese 1722, W. Hikawa, 28th Dec.—Wakamatsu 23rd Dec. Coal—Mitsui Bishi Goshi Kaisha.

## CLEARANCES.

AT THE HARBOUR MASTER'S OFFICE.  
29th December.

Hungang, British str., for Shanghai.

Inverclyde, British str., for Fochow.

Liangchow, British str., for Swatow.

Musang, British str., for Jesselton.

Michael Jensen, German str., for Haiphong.

Phonang, German str., for Swatow.

Tungking, Dutch str., for Batavia.

Tungking, British str., for Canton.

Vestfold, Norwegian str., for Bangkok.

## DEPARTURES.

29th December.

ALDENHAM, British str., for Moji.

ANHU, British str., for Canton.

ARABIA, German str., for Hamburg.

CHINUA, British str., for Shanghai.

CHUTUNG, Chinese str., for Canton.

E. F. FERDINAND, Am. str., for Singapore.

GLENGLOCH, British str., for Shanghai.

HONGKONG, British str., for Canton.

## VESSELS EXPECTED.

THE INDIAN MAIL.

The Apar str. Catherine Apear from Calcutta left Singapore on the 21st instant afternoon, and may be expected here to-day.

The Indo-China str. Kankana left Calcutta for the Straits and Hongkong on the 18th inst., and is due here on or about the 3rd prox.

THE GERMAN MAIL.

The I.G.M. str. Buelow, carrying the German Mails with dates from Berlin of the 30th ult., left Singapore on the 25th inst., at 8 a.m., and may be expected here to-day.

THE AMERICAN MAIL.

The P. M. S.S. Co. str. Siberia is due to arrive at Hongkong to-morrow between 5 and 8 a.m.

The P. M. S.S. Co. str. China sailed from Yokohama on the 26th inst., and is scheduled to arrive at Hongkong on the 3rd prox.

The P. M. S.S. Co. str. Manchuria was dispatched from San Francisco on the 13th inst. for Hongkong, via Honolulu, Yokohama, Kobe, Nagasaki and Shanghai, and is due to arrive at Hongkong on the 9th prox.

The P. M. S.S. Co. str. Asia sailed from San Francisco on the 27th inst. for Hongkong, via Honolulu, Yokohama, Kobe, Nagasaki and Shanghai, and is due to arrive at this port on the 24th prox.

THE FRENCH MAIL.

The M.M. str. Caledonien, with the French Mail of the 4th inst., and mails from London of the 3rd inst., left Singapore on the 27th inst., at 5 a.m., and is expected to arrive here on the 2nd prox., to-morrow.

THE AUSTRALIAN MAIL.

The I.G.M. str. Prince Waldemar left Sydney on the 17th inst., at 11 a.m., and may be expected here on or about the 8th prox.

The E. & A. str. Empire left Sydney on the 21st inst. for this port, via Queensland Port, Port Darwin and Manila.

THE CANADIAN MAIL.

The C.P.R. Co. str. Montegle arrived at Yokohama at 4.30 p.m. on the 27th inst., and left again at 10 a.m. on Wednesday for Kobe, where she is due to arrive at 4 p.m. on the 29th inst.

REBRIGHT STEAMERS.

The American & Manchuria Line's str. Kioto may be expected here to-day.

The H.A. Line str. Slavonia left Singapore on the 24th instant a.m., and may be expected here to-morrow.

The N.Y.K. str. Kaga Maru (European Line) left Yokohama for this port via Kobe, Moji and Shanghai on the 21st inst., and is expected here on the 2nd prox.

The N.Y.K. str. Bingo Maru (Bomby Line) left Bombay for this port via Colombo and Singapore on the 16th instant, and is expected here on the 3rd prox.

The T.K.K. str. Kiyo Maru left Calao for this port via Mexican ports, Honolulu, and Japan ports, on the 30th ultimo.

The P. & O. S. N. Co.'s str. Nubia left Singapore for this port on the 25th inst., at 9.30 a.m., and is due here on the 30th inst., at about 5 p.m.

The P. & A. S.S. Co.'s chartered str. Strathfillan sails from Portland on the 15th instant, via Japan ports for Hongkong.

The O.S.K. str. Chicago Maru left Victoria, B.C., for this port via Japan and Manila on the 15th inst., and is expected to arrive here on the 15th prox.

The str. Glendur left London on 25th ult., and is due here on or about 15th prox.

## VESSELS PASSED THE CANAL.

December 2nd—Glavos, Nubia, Slavonia, Stentor, Indravelli, 6th—Benlary, Pothan, 9th—Buelow, 15th—Dimmed, Kamo Maru, Lohian, Miyasaka Maru, Sazawa, Segovia, Teenkai, 16th—Bender, Borneo, Yangtze, Buffalo, 20th—Bendish, Centia, Inverclyde, Kanagawa Maru, Nippon Yusen Kaisha, Nippon Yusen Kaisha, 23rd—Car, Lachlan, Lachlan, Oceanic, Kenagamba, Silvia, Tydaus.

## ARRIVALS AT HOME.

December 23rd—Belgravia, Perseus, Prinzess Alice, Sogo Maru.

## VESSELS ADVERTISED AS LOADING.

To ascertain the anchorage of any Vessels, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "1," nearest Hongkong "2," midway between Hongkong and Kowloon "3," and those vessels berthed at the Kowloon Wharf "4," together with the number denoting the section.

1. From Green Island to the Harbour Master's. 2. From Harbour Master's to Blake Pier. 3. From Blake Pier to Naval Yard. 4. From Naval Yard to East Point.

DESTINATION.	VESSEL'S NAMES.	FLAG & RIG.	BERTH.	CAPTAIN.	FOR FREIGHT APPLY TO.	TO BE DESPATCHED.
LONDON & ANTWERP VIA SINGAPORE, &c.	SOMALI	Brit. str.	—	A. G. Cabitt, R.N.B.	P. & O. S. N. Co.	About 1st Jan.
LONDON & ANTWERP VIA SINGAPORE, &c.	CEYLON	Brit. str.	—	A. E. A. Baker	P. & O. S. N. Co.	About 2nd Jan.
LONDON, ROTTERDAM & ANTWERP	DENBIGHSHIRE	Brit. str.	—	W. Barrett	JARDINE, MATHESON & Co., Ltd.	About 10th Jan.
LONDON & ANTWERP	PENBROKESHIRE	Brit. str.	—	H. Hayes	JARDINE, MATHESON & Co., Ltd.	About 2nd Feb.
LONDON, &c. VIA USUAL PORTS OF CALL.	DEVANHA	Brit. str.	—	H. Powell	P. & O. S. N. Co.	On 7th Jan., at Noon
COPENHAGEN & BALTIC PORTS	SIAM	Swed. str.	—	Girtenbrun	HAMBURG-AMERICA LINE	About middle of Jan.
ROTTERDAM, HAMBURG & ANTWERP, &c.	BRISAVIA	Ger. str.	—	Muass	HAMBURG-AMERICA LINE	On 18th Jan.
HAVRE, BREMEN & HAMBURG, &c.	BRASILIA	Ger. str.	—	v. Dühren	HAMBURG-AMERICA LINE	On 4th Jan.
HAVRE, BREMEN & HAMBURG, &c.	SCANDIA	Ger. str.	—	Peter	HAMBURG-AMERICA LINE	On 19th Jan.
HAVRE, BREMEN & HAMBURG, &c.	SEGVIA	Ger. str.	—	Seckla	HAMBURG-AMERICA LINE	On 2nd Feb.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	VILLE DE LA CROIX	Frech. str.	—	Barillon	MESSAGERIES MARITIMES	On 3rd Jan., at 1 p.m.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	KAGA MARU	Jap. str.	—	M. Hagino	NIPPON YUSEN KAISHA	On 4th Jan., at D'light
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	ATSUMA MARU	Jap. str.	—	Wm. Thompson	NIPPON YUSEN KAISHA	On 18th Jan., at D'light
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	SABURU	Ger. str.	—	Bahle	HAMBURG-AMERICA LINE	On 10th Feb.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	HITACHI MARU	Jap. str.	—	N. Mathieson	NIPPON YUSEN KAISHA	On 1st Feb., at D'light
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	GOBEIN	Aut. str.	—	G. Bolte	MELCHERS & Co.	On 11th Jan., at Noon
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	PEBIA	Brit. str.	—	P. Gurgevich	SANDER, WIELE & Co.	On 27th Jan., at 2 p.m.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	INDRASAMHA	Am. str.	—	J. C. Alexander	JARDINE, MATHESON & Co., Ltd.	To-day, at Noon
NEW YORK VIA PORTS & SUEZ CANAL	EMPEROR OF CHINA	Brit. str.	1 m.	—	SHEWAN, TOMES & Co.	On 14th Jan., at 7 a.m.
NEW YORK VIA PORTS & SUEZ CANAL	MONTEAGLE	Brit. str.	2 m.	—	CANADIAN PACIFIC R. Co.	On 25th Jan., at Noon
VANCOUVER VIA SHANGHAI, JAPAN, &c.	INABA MARU	Jap. str.	—	K. Kawara	CANADIAN PACIFIC R. Co.	On 3rd Jan., at Noon
VICTORIA, B.C. & SEATTLE VIA SHANGHAI, &c.	MEXICO MARU	Jap. str.	—	K. Sato	OSAKA SHOSHEN KAISHA	On 10th Jan., at Noon
VICTORIA, B.C. & SEATTLE VIA SHANGHAI, &c.	TAMBA MARU	Jap. str.	—	F. S. Cowley	NIPPON YUSEN KAISHA	On 31st Jan., at Noon
VICTORIA, B.C. & SEATTLE VIA SHANGHAI, &c.	SUVERIC	Brit. str.	—	—	DODWELL & Co., Ltd.	On 17th Jan.
CALLAO, IQUIQUE, &c. VIA JAPAN PORTS, &c.	KIYO MARU	Jap. str.	—	—	TOYO KISEN KAISHA	On 13th Feb.
SAN FRANCISCO VIA SHANGHAI & JAPAN, &c.	NIPPON MARU	Jap. str.	—	—	TOYO KISEN KAISHA	On 31st inst., at 1 p.m.
SAN FRANCISCO VIA SHANGHAI & JAPAN, &c.	CHINA	Am. str.	—	—	PACIFIC MAIL S.S. Co.	On 7th Jan., at 1 p.m.
SAN FRANCISCO VIA SHANGHAI & JAPAN, &c.	COBLENZ	Ger. str.	—	—	PACIFIC MAIL S.S. Co.	On 14th Jan., at 1 p.m.
AUSTRALIAN PORTS VIA MANILA	TAIYUAN	Brit. str.	1 m.	H. Raegener	MELCHERS & Co.	On 13th Jan., at 4 p.m.
AUSTRALIAN PORTS VIA MANILA	NIKKO MARU	Jap. str.	—	M. Yagi	BUTTERFIELD & SWIRE	On 20th Jan., at Noon
AUSTRALIAN PORTS VIA MANILA	KUMANO MARU	Jap. str.	—	M. Winkler	NIPPON YUSEN KAISHA	On 17th Feb., at Noon
KOBE & YOKOHAMA	PRINCE WALDEMAR	Jap. str.	—	F. Isacke	MELCHERS & Co.	About 10th Jan.
KOBE & YOKOHAMA	MIYAZAKI MARU	Jap. str.	—	Mural	NIPPON YUSEN KAISHA	On 5th Jan., at 5 p.m.
KOBE & YOKOHAMA	KUMANO MARU	Jap. str.	—	M. Winkler	NIPPON YUSEN KAISHA	On 18th Jan., at Noon
NAGASAKI, KOBE & YOKOHAMA	YINHOA	Brit. str.	1 m.	P. J. van Emmerick	JAVA-CHINA-JAPAN LINE	Quick despatch
SHANGHAI, WEIHAIR, CHEFOO, AMOY & FOOCHOW	CHONGHUN MARU	Jap. str.	—	A. Scott	OSAKA SHOSHEN KAISHA	On 1st Jan., at D'light
SHANGHAI VIA SWATOW, AMOY & FOOCHOW	BUELOW	Ger. str.	—	H. Formes	MELCHERS & Co.	On 5th Jan., at 3 a.m.
SHANGHAI VIA SWATOW, AMOY & FOOCHOW	HONGKONG	Brit. str.	—	A. E. Sandbach	JARDINE, MATHESON & Co., Ltd.	About 30th inst.
SHANGHAI VIA SWATOW, AMOY & FOOCHOW	SLAVONIA	Ger. str.	—	Hildebrandt	BUTTERFIELD & SWIRE	To-morrow, at Noon.
SHANGHAI, KOBE & YOKOHAMA	ANHU	Brit. str.	1 m.	F. J. Fox	P. & O. S. N. Co.	About 31st inst.
SHANGHAI, MOJI, KOBE & YOKOHAMA	NUBIA	Brit. str.	—	Infant	MESSAGERIES MARITIMES	On 2nd Jan., P.M.
SHANGHAI, KOBE & YOKOHAMA	CALEDONIAN	Brit. str.	—	S. J. G. Parsons	NIPPON YUSEN KAISHA	On 3rd Jan.
SHANGHAI, KOBE & YOKOHAMA	BINGO MARU	Brit. str.	—	—	JARDINE, MATHESON & Co., Ltd.	On 6th Jan., at Noon
SHANGHAI, KOBE & YOKOHAMA	POOKANG	Brit. str.	—	B. W. H. Snow	P. & O. S. N. Co.	About 7th Jan.
SHANGHAI, KOBE & YOKOHAMA	SEGVIA	Ger. str.	—	Seckla	HAMBURG-AMERICA LINE	On 12th Jan.
SHANGHAI, KOBE & YOKOHAMA	INDIA	Dan. str.	—	H. Koops	MELCHERS & Co.	Beginning of Jan.
SHANGHAI, KOBE & YOKOHAMA	TIKIRI	Dan. str.	—	—	JAVA-CHINA-JAPAN LINE	On 4th Jan., at 8 a.m.
SHANGHAI, KOBE & YOKOHAMA	SOSHU MARU	Jap. str.	—	—	OSAKA SHOSHEN KAISHA	On 1st Jan., at 10 a.m.
SHANGHAI, KOBE & YOKOHAMA	DAIGI MARU	Jap. str.	—	—	DOUGLAS LARPAK & Co.	On 31st inst., at Noon
SHANGHAI, KOBE & YOKOHAMA	LIANGCHOW	Brit. str.	—	W. G. F. Farnham	BUTTERFIELD & SWIRE	To-day at 11 a.m.
SHANGHAI, KOBE & YOKOHAMA	HAITANG	Brit. str.	—	H. Harder	DOUGLAS LARPAK & Co.	On 1st Jan., at 10 a.m.
SHANGHAI, KOBE & YOKOHAMA	HAITANG	Brit. str.	—	A. E. Evans	DOUGLAS LARPAK & Co.	On 3rd Jan., at 11 a.m.
SHANGHAI, KOBE & YOKOHAMA	CHIEH	Brit. str.	—	Mathias	BUTTERFIELD & SWIRE	On 1st Jan., at 10 a.m.
SHANGHAI, KOBE & YOKOHAMA	LOONGSANG	Brit. str.	—	S. J. Payne	JARDINE, MATHESON & Co., Ltd.	To-morrow, at Noon.
SHANGHAI, KOBE & YOKOHAMA	TAMING	Brit. str.	—	Pennafather	BUTTERFIELD & SWIRE	On 3rd Jan., at 4 p.m.
SHANGHAI, KOBE & YOKOHAMA	YUENSANG	Brit. str.	—	P. H. Rolle	JARDINE, MATHESON & Co., Ltd.	On 11th Jan., at 4 p.m.
SHANGHAI, KOBE & YOKOHAMA	RUI	Am. str.	—	S. Crosby	SHEWAN, TOMES & Co.	On 18th Jan., at 4 p.m.
SHANGHAI, KOBE & YOKOHAMA	ZAPRO	Am. str.	—	H. A. Harde	BUTTERFIELD & SWIRE	On 3rd Jan., at 4 p.m.
SHANGHAI, KOBE & YOKOHAMA	SUNGKANG	Brit. str.	—	Weigall	JARDINE, MATHESON & Co., Ltd.	To-day, at 4 p.m.
SHANGHAI, KOBE & YOKOHAMA	MAUBANG	Brit. str.	—	F. Sembl	MELCHERS & Co.	Middle of Jan.
SHANGHAI, KOBE & YOKOHAMA	BOHNE	Kudat str.	—	Fred. Pyne	NIPPON YUSEN KAISHA	On 19th Jan.
SHANGHAI, KOBE & YOKOHAMA	CELESTON MARU	Jap. str.	—	Bradley	JARDINE, MATHESON & Co., Ltd.	On 10th Jan., at Noon.
SHANGHAI, KOBE & YOKOHAMA	KUANG	Brit. str.	—	A. Pander	JAVA-CHINA-JAPAN LINE	Quick despatch
SHANGHAI, KOBE & YOKOHAMA	TJILWONG	Dut. str.	—	—	—	—

## CANADIAN PACIFIC RAILWAY CO'S

ROYAL MAIL STEAMSHIP LINE.  
"EMPERESS LINE."

Between China, Japan and Europe via Canada and the United States, calling at Hongkong, Shanghai, Nagasaki (through the Inland Sea of Japan) Kobe, Yokohama, Victoria and Vancouver B.C. The only Line that maintains a Regular Schedule Service of 2 DAYS YOKOHAMA to VANCOUVER, 21 DAYS HONGKONG to VANCOUVER—SAVING 5 to 7 DAYS OCEAN TRAVEL.

From Hongkong.	From St. John, N.B.
"EMPERESS OF CHINA" SAT., 14th Jan.	"ALLAN LINE" FRIDAY, 10th Feb.
"MONTEAGLE" WED., 25th Jan.	"ALLAN LINE" FRIDAY, 10th Mar.
"EMPERESS OF INDIA" SAT., 11th Feb.	"ALLAN LINE" FRIDAY, 7th April
"EMPERESS OF JAPAN" SAT., 1st Mar.	"ALLAN LINE" FRIDAY, 5th May
"EMPERESS OF CHINA" SAT., 8th April	
"MONTEAGLE" THURSDAY, 18th April	

"Empress" Steamships leave HONGKONG at 7 A.M. at 12 NOON.

THE Quickest route to CANADA, UNITED STATES AND EUROPE, calling at SHANGHAI, NAGASAKI (through the INLAND SEA OF JAPAN) KOBE, YOKOHAMA and VICTORIA, B.C. Connecting at VANCOUVER with a Special Mail Express, and at St. JOHN or QUEBEC with the Company's New Palatial "EMPERESS" Steamships, 14,500 tons register, thus providing a comfortable and speedy through route to Europe.

All Steamers of the Company's Pacific and Atlantic Fleets are equipped with the Marconi Wireless apparatus.

Hongkong to London, 1st Class, via Canadian Atlantic Ports of New York £71.10 Intermediate on Steamers £43 " £45, and 1st Class Railway " £45.

First Class rate to London includes cost of Meals and Berth in Sleeping Car while crossing the American Continent by Canadian Pacific direct Line.

B.M.S. "MONTEAGLE" carries Intermediate Passengers only, at Intermediate rates affording superior accommodation for that class.

Passengers booked through to all ports and AROUND THE WORLD. SPECIAL THROUGH RATES (First Class only) granted to Missionaries, Members of the Navy, Military, Diplomatic, and Civil Services and to European Officials in the Service of China and Japan Governments. Full particulars of application from Agents.

For further information, Maps, Routes, Handbooks, Rates of Freight and Passage, apply to D. W. CRADDOCK, General Traffic Agent for China, Corner Fodder Street and Praya, opposite Blake Pier.

## MESSAGERIES MARITIMES

FRENCH MAIL LINES.  
FORTNIGHTLY SERVICE TO AND FROM EUROPE VIA SUEZ CANAL.  
FORTNIGHTLY SERVICE TO AND FROM JAPAN VIA SHANGHAI.

FOR	STEAMERS	TO SAIL.
SHANGHAI, KOBE & YOKOHAMA	"CALEDONIAN"	On 2nd Jan., P.M.
MARSEILLES, VIA PORTS	"V. DE LA CROIX"	On 3rd Jan., 1 P.M.

Transhipping on the Co.'s Steamers at Singapore for Batavia; at Colombo for Calcutta, Bombay and Australia; at Port Said for the Levant, Constantinople and Black Sea. Through Tickets to London, via Paris, from £27 10s. up to £71 10s. 20 hours Railway from Marseilles to London. Interpreters meet Passengers on their arrival in Marseilles.

For Further Particulars, apply to—  
P. THOMAS, AGENT,  
Hongkong, 23rd December, 1910.

## THE BANK LINE, LIMITED

Taking Cargo on through Bills of Lading to all Overland Common Points in the United States of America and Canada and also for the Principal Ports in Mexico and Central and South America.

PROPOSED SAILINGS FROM HONGKONG FOR  
VICTORIA, VANCOUVER, B.C. & SEATTLE  
VIA  
SHANGHAI, MOJI, KOBE AND YOKOHAMA.

Steamers	Tons	Captain	To Sail on or About
SUVERIC	6,232	F. S. Cowley	17th January.
KUMERIC	6,232	G. B. McGill	9th February.

Calling at Amoy and Keelung if sufficient inducement offers.  
These Steamers are specially fitted for the carriage of Asiatic Storage Passengers.

PARCEL EXPRESS TO THE UNITED STATES & CANADA.  
For further information apply to  
DODWELL & CO., LIMITED,  
GENERAL AGENTS,  
QUEEN'S BUILDINGS.

Hongkong, 24th October, 1910.

## VESSELS ON THE BERTH

THE "INVER" STEAMSHIPS, LTD.

FOR NEW YORK.

THE Steamship

"INVERCLYDE,"  
Captain J. C. Alexander, will be despatched at above TO-DAY, the 30th inst., at NOON.  
For Freight or Passage, apply to  
JARDINE, MATHESON & Co., Ltd.  
Agents.

Hongkong, 9th December, 1910. [1369]

THE PENINSULAR AND ORIENTAL  
STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON,  
AUSTRALIA, INDIA, ADEN, EGYPT,  
MEDITERRANEAN PORTS,  
PLYMOUTH AND LONDON.

THROUGH BILLS OF LADING ISSUED FOR  
BAFARIA, PERSIAN GULF, CONTINENTAL,  
AMERICAN AND SOUTH AFRICAN PORTS.

THE Steamship

"DEVANHA,"  
Captain H. Powell, carrying His Majesty's Mails, will be despatched from this for Bombay, &c., on SATURDAY the 7th January, 1911, at NOON, taking passengers and Cargo for the above ports in connection with the Company's s.s. "MODJAN," 10,000 tons, from Colombo, passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuables, all cargo for France and for London (under arrangement) will be transhipped at Colombo into the mail steamer proceeding direct to Marseilles and London, other cargo for London, &c., will be conveyed via Bombay by the R.M.S. "CALEDONIAN," due in London on the 18th February, 1911.

Parcels will be received at this Office until 4 p.m. the day before sailing. The contents and value of all packages are required.

For further particulars, apply to  
B. A. HEWETT,  
Superintendent.

Hongkong, 27th December, 1910. [11]

"SHIRE" LINE OF STEAMERS, LTD.  
FOR LONDON, ROTTERDAM AND ANTWERP.

THE Steamship

"DENBIGHSHIRE,"  
Captain W. Barrett, will be despatched at above about 10th January.  
For Freight or Passage, apply to  
JARDINE, MATHESON & Co., Ltd.,  
Agents.

Hongkong, 20th December, 1910. [1412]

"SHIRE" LINE OF STEAMERS, LTD.  
FOR LONDON AND ANTWERP.

THE Steamship

"PEMBROKESHIRE,"  
Capt R. Hayes, will be despatched at above about 2nd February.  
The attention of passengers is directed to the excellent accommodation afforded by this Steamer at Cheap Rates. She is fitted throughout with Electric Light and carries a Doctor and Stewards.

For Freight or Passage, apply to  
JARDINE, MATHESON & Co., Ltd.,  
Agents.

Hongkong, 20th December, 1910. [1413]

HONGKONG—BOSTON & NEW YORK.

AMERICAN ASIATIC STEAMSHIP CO.  
FOR NEW YORK VIA PORTS AND SUEZ CANAL.  
(With Liberty to call at the Malabar Coast.)

"INDRASAMHA," On SATURDAY, 21st Jan., 1911.  
For freight and further information apply to—  
SHEWAN, TOMES & Co.,  
General Agents.

Hongkong, 30th December, 1910. [1430]



# PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS
SHANGHAI, MOJI, KOBE, NUBIA and YOKOHAMA	Capt. F. J. Fox	About 31st Dec.	Freight and Passage
LONDON and ANTWERP via SINGAPORE, PENANG, COLOMBO, PORT SAID and MARSEILLES	SOMALI Capt. A. G. Cubitt, R.N.	About 1st Jan.	Freight and Passage
LONDON and ANTWERP via SINGAPORE, PENANG, COLOMBO, PORT SAID and MARSEILLES	CEYLON Capt. A. E. A. Baker	About 2nd Jan.	Freight only
SHANGHAI	DELTA Capt. B. W. H. Snow	About 6th Jan.	Freight and Passage
LONDON via USUAL PORTS OF CALL	DEVANHA Capt. H. Powell	Noon, 7th Jan.	See Special Advertisement

For Further Particulars, apply to

E. A. HEWETT,  
Superintendent

Hongkong, 30th December, 1910

# CHINA NAVIGATION CO., LD.

## SAILINGS SUBJECT TO ALTERATION

FOR	STEAMERS	TO SAIL
SWATOW, NINGPO & SHANGHAI	LIANGCHOW	On 30th Dec, 11 A.M.
HONGKONG	"KALGAN"	On 31st Dec, Noon
SHANGHAI	"ANHUI"	On 31st Dec, Noon
SHANGHAI, WEIHAIWEI & CHEFOO	"KWANGSE"	On 1st Jan, 10 A.M.
HAIPHONG	"CHIHLI"	On 1st Jan, 10 A.M.
MANILA	"TAMIN"	On 3rd Jan, 4 P.M.
ILLOILO & CEBU	"SUNGKIANG"	On 3rd Jan, 4 P.M.
MANILA, ZAMBOANGA, THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY & MELBOURNE	"TAIYUAN"	On 13th Jan, 4 P.M.

DIRECT SAILINGS TO WEST RIVER, Twice Weekly.

S.S. "LINTAN" and S.S. "SANUI."

AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in the State-rooms. A duly qualified Surgeon is carried. REDUCED FARES. Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

MANILA TWIN SCREW STEAMERS &amp; TIENTSIN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon. FAST SCHEDULE TWIN SCREW STEAMERS ("ANHUI," "CHENAN," "CHINHUA" and "LINAN") with excellent accommodation, Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, leaving Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

NB—Passengers must embark before mid-night on SATURDAY, for the SUNDAY Morning sailings. A Co's launch leaves Murray Pier at 10 o'clock every SATURDAY Night.

These Steamers Land Passengers in Shanghai, avoiding the inconvenience of transshipment at Waesung.

FARE, 845 SINGLE and 850 RETURN.

For Freight or Passage apply to—

Hongkong, 30th December, 1910

BUTTERFIELD &amp; SWIRE,

AGENTS.

# INDO-CHINA S. NAV. CO., LD.

## PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION)

FOR	STEAMERS	TO SAIL
SANDAKAN via JESSELTON	"MAUSANG"	Friday, 30th Dec, 4 P.M.
SHANGHAI	"HANGSANG"	Saturday, 31st Dec, Noon
MANILA	"LOONGSANG"	Saturday, 31st Dec, Noon
SHANGHAI, KOBE & MOJI	"POOKSANG"	Friday, 6th Jan, Noon
MANILA	"TUENSANG"	Saturday, 7th Jan, Noon
SINGAPORE, PENANG & CALCUTTA	"KUTSANG"	Tuesday, 10th Jan, Noon

## RETURN TOURS TO JAPAN.

OCCUPYING 24 DAYS.

The Steamers "KUTSANG," "NANSANG" and "POOKSANG" leave about every 3 weeks for Shanghai and returning via Kobe (Laland Sea) and Moji to Hongkong.

These vessels have all modern improvements and are fitted throughout with Electric Light.

A duly qualified surgeon is also carried.

Steamers have superior accommodation for First Class Passengers and are fitted throughout with Electric Light.

Taking Cargo on through Bills of Lading to Yangtze Ports, Chefoo, Tientsin &amp; Newchwang.

Taking Cargo on through Bills of Lading to Kudat, Lahad, Dava, Simporna, Two Uskan, Jesselton and Labuan.

Telephone No. 215, Sub. Exch. 4.

For Freight or Passage, apply to JARDINE, MATHESON &amp; CO., LTD.,

Hongkong, 30th December, 1910.

GENERAL MANAGER

# EAST ASIATIC CO., LD.

COPENHAGEN, SINGAPORE, BANGKOK &amp; SHANGHAI

# RUSSIAN EAST ASIATIC CO., LD.,

ST. PETERSBURG &amp; VLADIVOSTOK

## PROJECTED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

DESTINATION	STEAMERS	DATE OF SAILING
SHANGHAI, YOKOHAMA and KOBE	"INDIEN"	Beginning of Jan.
COPENHAGEN and BALIC PORTS	"SIAM"	About middle of Jan.

For further Particulars apply to

MELOERS &amp; CO.,

Hongkong, 6th November 1910

AGENTS.

# DOUGLAS STEAMSHIP CO., LD

HONGKONG-SOUTH CHINA COAST PORTS

HIGHEST Class, Fastest and Most Luxurious Steamers on the Coast, having Splendid Accommodation for First Class Passengers. Electric Light. Excellent Cuisine.

FOR

## SWATOW, AMOY AND FOOCHEW

AND RETURN.

Occupying 9 to 10 Days.

STEAMSHIPS	CAPTAIN	LEAVING
"HAICHING"	Capt. W. C. Passmore	SATURDAY, 31st Dec, at Noon.
"HAITAN"	Capt. J. W. Evans	TUESDAY, 3rd Jan, at 11 A.M.

For SWATOW AND RETURN.

(Occupying 3 Days).

HAIYANG... Capt. A. E. Hodgins... SUNDAY, 1st Jan, at 10 A.M.

The s.s. "Haiching" will not call at Swatow. Steamers will arrive at and Depart from the Company's Wharf (near Blake Pier). For Freight and Passage apply to—

DOUGLAS, LARPAIC &amp; Co.,

GENERAL MANAGERS.

Hongkong, 29th December 1910.

# SWEDISH EAST ASIATIC CO., LTD.

GOTHENBURG.

## PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

DESTINATION	STEAMERS	DATE OF SAILING
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For Freight and Further Particulars, apply to

TELEPHONE No. 171.

OLOF WIJK &amp; CO., CHINA AGENCIES, AKTIEBOLAG.

Hongkong, 13th December, 1910.

# OSAKA SHOSEN KAISHA.

REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG.

(Subject to Alteration).

## TRANS-PACIFIC SERVICE.

Connecting at TACOMA with

THE CHICAGO, MILWAUKEE AND PUGET SOUND RAILWAY AND

THE CHICAGO, MILWAUKEE AND ST. PAUL RAILWAY.

(The only direct train service, without transshipment, also shortest and fastest route, from the Pacific Coast to Chicago). Taking cargo on through Bills of Lading to all Overland Common Points in the U.S.A. and Canada, also to the principal ports in Mexico, Central and South America.

FOR	STEAMERS	Tons (Gross reg.)	LEAVES
VICTORIA, B.C. & TACOMA via SHANGHAI, MOJI, KOBE and YOKOHAMA	"MEXICO MARU"		TUESDAY, 10th Jan., at Noon
VICTORIA, B.C. & TACOMA via NAGASAKI, KOBE and YOKOHAMA	"CHICAGO MARU"	6,182	WEDD'AY, 25th Jan., at Noon

The Co's Newly Built Steamers have fair speed. Superior accommodation for steerage. Passengers situated AMIDSHIP. A limited number of Cabin Passengers carried at Low Rates. Best adapted rooms for carrying Silk, Treasure and Parcels. Special attention given towards Express connection.

## HONGKONG, SOUTH CHINA COAST PORTS & FORMOSA SERVICE

FOR	STEAMERS	LEAVES
TAMSUI via SWATOW & AMOY	"DAIGI MARU"	SUNDAY, 1st Jan, at 10 A.M.
ANPING via SWATOW & AMOY	"SOSHU MARU"	WEDD'AY, 4th Jan, at 8 A.M.
SHANGHAI via SWATOW, AMOY & FOOCHEW	"CHOSHUN MARU"	THURSDAY, 5th Jan, at 8 A.M.

For information of Freight, Passengers, Sailings, etc., apply at the Co's Local Branch Office, at Second Floor, No. 1, Queen's Buildings.

S. HIROI,

MANAGER

# PHILIPPINES S.S. CO.

STEAMSHIP	Tons	CAPTAIN	FOR	SAILING DATE
RUBI	4003	S. Crosby	Manila, Iloilo & Cebu	On 11th Jan, 4 P.M.
ZAFIRO	4003	E. Rice	Manila, Cebu & Iloilo	On 18th Jan, 4 P.M.

For Freight or Passage apply to—

SHEWAN, TOMES &amp; Co.

General Managers.

PHILIPPINES S.S. Co.

# HAMBURG-AMERIKA LINIE.

Regular Sailings from JAPAN, CHINA and PHILIPPINES.

via STRAITS and COLOMBO.

to MARSEILLES, HAVRE, BREMEN and HAMBURG and to NEW YORK.

TAKING Cargo at Through Rates to all European North Continental and British Ports, also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean Levantine, Black Baltic Sea and Ports, and all North and South American Ports.

## NEXT SAILINGS FROM HONGKONG:

OUTWARD.

FOR	STEAMERS	TO SAIL
FOR SHANGHAI, KOBE & YOKOHAMA:		
S.S. SLAVONIA	...	30th Dec.
S.S. SEGOVIA	...	12th Jan.
S.S. SAMBIA	...	28th Jan.
S.S. SILESIA	...	10th Feb.
S.S. PREUSSEN	...	27th Feb.
S.S. RHEINFELDS	...	12th March
FOR HAVRE, BREMEN & HAMBURG:		
S.S. BRASILIA	...	4th Jan.
FOR ROTTERDAM, HAMBURG & ANTWERP:		
S.S. BRISGAVIA	...	18th Jan.
FOR HAVRE, BREMEN & HAMBURG:		
S.S. SCANDIA	...	19th Jan.
FOR HAVRE, ROTTERDAM & HAMBURG:		
S.S. SLAVONIA	...	2nd Feb.
FOR MARSEILLES, HAMBURG & ANTWERP:		
S.S. SAXONIA	...	15th Feb.
FOR HAVRE, BREMEN & HAMBURG:		
S.S. SEGOVIA	...	15th Feb.

For Further Particulars, apply to—

HAMBURG-AMERIKA LINIE,

Hongkong Office.

Hongkong, 29th December 1910.

# SOUTH AMERICAN LINE.

REGULAR STEAMSHIP SERVICE FOR

CALBAO, IQUIQUE, VALPARAISO, ETC., VIA MOJI, KOBE, YOKOHAMA,

HONOLULU, MANZANILLO AND SALINA CRUZ (Mexico).

1911.

STEAMSHIP	Tons	SAIL DATE
S.S. KIYO MARU	11,200 tons gross	Sail Feb. 18th.
S.S. BUYO MARU	10,500 "	" " April 19th.
S.S. HONGKONG MARU	11,000 "	" " June 17th, at Noon.
S.S. KIYO MARU	11,200 "	" " Aug. 15th, at Noon.
S.S. BUYO MARU	10,500 "	" " Oct. 14th, at Noon.
S.S. HONGKONG MARU	11,000 "	" " Dec. 13th, at Noon.

For particulars apply to

K. MATSUDA, Manager.

TOYO KISEN KAISHA, King's Building.

Hongkong, 29th December, 1910.

# O. B. ICE

Made from distilled water only. Quadruplicate filtration. Absolute purity assured. Plant open to inspection at all times.

# ORIENTAL BREWERY, LTD.

BREWERS AND MANUFACTURERS OF ICE,

DEPOT: 55 &amp; 57, DES VŒUX ROAD.

# JAVA-CHINA-JAPAN LIJN

REGULAR THREE-WEEKLY SERVICE BETWEEN

JAVA, CHINA AND JAPAN.

STEAMER	FROM	EXPECTED ON OR ABOUT	WILL LEAVE FOR	ON OR ABOUT
TJIKINI	JAVA	Second half of Dec.	SHANGHAI	Second half of Dec.
TJILWONG	SHANGHAI	Second half of Dec.	JAVA	Second half of Dec.
TJIBODAS	JAVA	First half of Jan.	JAPAN	First half of Jan.
TJIMAH	JAPAN	First half of Jan.	JAVA	First half of Jan.
TJILATJAP	JAVA	Second half of Jan.	JAPAN	Second half of Jan.

The Steamers are all fitted throughout with Electric Light and have accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherlands-Indian Ports on through Bills of Lading.

For Particulars of Freight and Passage, apply to the

JAVA-CHINA-JAPAN LIJN.

Yok Buildings, 1st Floor.

Hongkong, 22nd December, 1910.

Telephone No. 375.

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# NIPPON YUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

DESTINATIONS	STEAMERS	Tons	SAILING DATES
MARSEILLES, LONDON and ANTWERP, via SINGAPORE, PENANG, COLOMBO, SUEZ and PORTSAID	KAGA MARU Capt. M. Hagino	7,000	WEDD'AY, 4th Jan., at Daylight
	ATSUTA MARU Capt. Wm. Thompson	9,000	WEDD'AY, 18th Jan., at Daylight
	ITACHI MARU Capt. N. Mathieson	7,000	WEDD'AY, 1st Feb., at Daylight
	KAMAKURA MARU Capt. J. Nagao	7,000	SATURDAY, 28th Jan., from Kobe
VICTORIA, B.C. & SEATTLE	INABA MARU Capt. K. Kawara	7,000	TUESDAY, 3rd Jan., at Noon
SEATTLE via SHANGHAI, MOJI, KOBE, YOKKAICHI, and YOKOHAMA	TAMBA MARU Capt. K. Sato	7,000	TUESDAY, 31st Jan., at Noon
SYDNEY and MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	NIKKO MARU Capt. M. Yagi	6,000	FRIDAY, 20th Jan., at Noon
SHANGHAI, MOJI and KOBE	KUMANO MARU Capt. M. Winckler	6,000	FRIDAY, 17th Feb., at Noon
	BINGO MARU Capt. S. J. G. Parsons	7,000	TUESDAY, 3rd January
KOBE and YOKOHAMA	MIYAZAKI MARU Capt. Murali	9,000	THURSDAY, 5th Jan., at 5 P.M.
NAGASAKI, KOBE and YOKOHAMA	KUMANO MARU Capt. M. Winckler	6,000	WEDD'AY, 18th Jan., at Noon
BOMBAY via SINGAPORE and COLOMBO	CEYLON MARU Capt. Fred. Pyne	6,000	THURSDAY, 19th January

Fitted with New System of Wireless Telegraphy. † Cargo only. \* Carries Deck Passengers.

# PASSENGER SEASON, 1911.

SAILINGS AND PASSAGE RATES FROM HONGKONG.

To MARSEILLES and LONDON via SUEZ CANAL.

RATES OF PASSAGE.

Steamers. Tons. Leave H.K.

To London, per New Steamer.

Miyazaki Maru 9000 15th Feb. 1st Class S Y. 550.00

KITANO 9000 1st Mar. " " 2nd Class R 825.00

IYO 7000 15th " " " 2nd Class R 350.00

HIRANO 9000 29th " " " 1st Class S 500.00

TANGO 9000 12th April " " 2nd Class R 750.00

KAMO 9000 25th " " " 2nd Class S 330.00

MISHIMA 9000 24th " " " 2nd Class R 495.00

Steamers. Tons. Leave H.K.

To Pacific Coast Common Points:

INABA 7000 28th Mar. " " 1st Class S £30

TAMBA 7000 25th April " " 2nd Class S £21

To London via New York: 1st Class S £50

AWA 7000 23rd May. " " 1st Class S £59

For further information as to Freight, Passage, Sailings, etc., apply at

13-125 T. KUSUMOTO, MANAGER.

THOS. COOK &amp; SON,

TOURIST, STEAMSHIP &amp; FORWARDING AGENTS,

BANKERS, &amp;c.

CHIEF OFFICE:—LUDGATE CIRCUS, LONDON, E.C.

TICKETS SUPPLIED TO EUROPE by the principal STEAMSHIP LINES and

TRANS-SIBERIAN RAILWAY.

TOURS arranged to ALL PARTS OF THE WORLD.

BAGGAGE collected, forwarded and insured at lowest rates.

LETTERS OF CREDIT and CIRCULAR NOTES ISSUED and CASHED.

FOREIGN MONIES exchanged.

OFFICIAL AGENTS FOR THE UNITED PROVINCES OF

INDIA EXHIBITION AT ALLAHABAD, 1910/11, AND

FOR THE TURIN EXHIBITION OF 1911.

Head Office for the Far East:—

16, DES VŒUX ROAD, HONGKONG.

Japan Office:—

32, NAKED STREET, YOKOHAMA.

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PASSENGERS.

DEPARTED.

Per Zafiro, for Manila, Mrs. J. S. Pitterband,

Messrs L. Sergeant and H. H. Gill, Rev. F.

Callister, Mr. E. M. Taffor, Mr. and Mrs. D.

Kon and child, Messrs G. Sandie, A. and D.

Saidi, A. M. Motri, G. Edwards, H. Parker and

Saloon, Mr. and Mrs. Callon.

PASSENGERS EXPECTED.

Per N.Y.K. str. Miyazaki Maru, from London

on the 26th November—Mr. and Mrs. J. M.

Forbes, Mr. and Mrs. Bernard, Miss Bernard,

Mrs. N. B. Hassan, Mr. and Mrs. R. A. Harding,

Mr. and Mrs. G. des Garets d'Als, Mr. and

Mrs. Graves, child and nurse, Mr. R. Kurokawa,

Messrs C. E. Hoyle, A. Vaigne



